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AGENDA

Planning Committee Meeting to be held at
Darebin Civic Centre,
350 High Street Preston
on Monday 8 May 2023 at 6.30pm.



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 اعمال اجتماع المجلس. للحصول على المساعدة في أي من بنود جدول الاعمال، يرجى الاتصال بالهاتف 8888 8470.

Chinese

这是市议会会议议程。如需协助了解任何议项，请致电8470 8888。

Greek

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

Hindi

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

Italian

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

Macedonian

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

Nepali

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

Punjabi

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

Somali

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

Spanish

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

Urdu

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

Vietnamese

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

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Agenda

1. MEMBERSHIP

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

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 11 April 2023 be confirmed as a correct record of business transacted.

5. CONSIDERATION OF REPORTS

5.1 PLANNING POLICY FRAMEWORK

Author: Principal Strategic Planner

Reviewed By: General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

In 2018 the State Government commenced a major reform of the Victorian Planning System as part of the 'Smart Planning' program.

As part of this reform, the State Government introduced a new format for Victorian planning schemes, called the Planning Policy Framework (PPF). All councils are required to undertake the administrative task of converting their Local Planning Policy Frameworks (LPPF) to the new PPF structure. With state, regional and local policies in one place, 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.

A draft translation of Darebin's LPPF into the new PPF format has been prepared under the strict guidance of the Department of Planning and Transport (DTP) in accordance with a comprehensive set of a 'drafting guides and rules' which govern the translation and outline criteria to remove content from policies to make them simpler and more relevant.

The process involved:

- retaining local content that guides and supports planning decisions, while
- identifying policy that is duplicated, superseded, covered by other legislation, or that does not relate to planning matters and confuses decision making.

The Department of Transport and Planning considers the PPF translation to be policy-neutral, as no new strategic planning policy is being implemented. Consequently, it is intended that the Minister for Planning implement the new Darebin Planning Policy Framework via a Ministerial amendment, without public consultation. This is the approach adopted by the majority of other municipalities.

The Department of Transport and Planning have requested that Council endorse the draft PPF prior to the amendment commencing.

As the translation into the new format is not an opportunity to introduce new policy into the planning scheme, it is recommended that Council continue to pursue its progressive planning reform and policy ambitions through the range of projects and amendments currently underway, such as the Open Space Levy, Preston Central structure planning and the sector-wide reform project for higher ESD standards.

It is recommended that Council endorses the draft PPF translation for implementation into the Darebin Planning Scheme via a planning scheme amendment. Due to the policy neutral and administrative nature of the changes, it is recommended that Council support the proposed Ministerial Amendment 20(4) which does not involve public exhibition.

Officer Recommendation

That Council:

- (1) Notes that Darebin Council (and all Victorian councils) are required by the State Government to translate the planning scheme into the new Planning Policy Framework format.
- (2) Endorses the draft Darebin Planning Policy Framework translation at **Appendix A** and supports a Ministerial 20(4) amendment to implement it into the Darebin Planning Scheme.
- (3) Authorises the General Manager of City Sustainability and Strategy to undertake administrative corrections to the Draft Planning Policy Framework translation in **Appendix A** as necessary to finalise the planning scheme amendment documents.

BACKGROUND / KEY INFORMATION

Smart Planning and VC148

The State Government introduced significant planning reforms in July 2018 to improve the Victorian planning policy framework. Amendment VC148 was gazetted on 31 July 2018 and introduced the new Planning Policy Framework (PPF). The PPF integrates the State and Local planning policy framework and introduces a Municipal Planning Strategy (MPS) which replaces the Municipal Strategic Statement (MSS). VC148 also introduced other structural changes to planning schemes, including restructured Particular Provisions, integrated VicSmart provisions and reorganised operational and administrative provisions.

Transitional provisions were introduced to ensure existing local planning policy content remained in each planning scheme until the necessary planning scheme translation could occur.

Planning Policy Framework (PPF)

The PPF is comprised of three tiers of planning policy: State Planning Policy (SPP) comprised of state-wide and regional policies, and Local Planning Policy (LPP).



Planning Scheme rules

The DTP established a set of rules to guide the local policy translation process. The rules aim to elevate local policy that is useful in guiding and supporting planning decisions, while removing policy that is not beneficial for decision making, such as policy that:

- is contradictory to other state or local policy
- duplicates state policy, other parts of the planning scheme (zones/overlays), or other legislation
- is not related to planning (such as advocacy, promotion, Australian standards / guidelines)
- cannot be controlled by Council via the planning scheme
- conflicts with planning permit triggers or prohibited uses/development under a zone
- is only descriptive and does not assist decision making.

Previous Council Resolution

This matter is not the subject of a previous Council resolution.

ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION

Strategic Direction 2: Prosperous, Liveable and Flourishing

ALIGNMENT TO 2021-25 COUNCIL PLAN

Strategic Direction 4 Responsible, Transparent and Responsive

ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES

4.5 We will improve the sustainability, accessibility, and design of development on private land in our city

The proposal facilitates effective decision making as it updates the Darebin Planning Scheme to the new format of the planning policy framework.

DISCUSSION

The Translation Process

The translation of Darebin's local policy into the new PPF format is a mandatory requirement of the State Government.

The process has been led by the DTP, working with Darebin officers for over two years to translate the scheme into the new format. Darebin opted to allocate staff resources to partner in the translation of the PPF rather than allow DTP to wholly undertake the translation, providing Council greater influence over:

- Any provisions proposed to be removed from the scheme.
- The wording of local policies.
- Where local policies should be redistributed.
- The overall quality of the translated content.

- Maintaining the strength and intent of the current policies.

There were five rounds of drafting to ensure that necessary local content was retained subsequent to the application of the State Government’s translation rules. Where officers disagreed with a proposed DTP translation or deletion, officers negotiated on the appropriate retention or rewording of the policy to retain important local policy while meeting DTP drafting guidelines/rules. Following a review by the DTP Smart Planning Panel, officers undertook a further review to confirm that local content was carried through to the appropriate policy location.

As a result of the significant review efforts the proposed translation is robust and retains important local policy, while making the scheme clearer and easier to use.

The Draft Darebin PPF

The draft Darebin PPF (**Attachment A**) includes:

- **A new Municipal Planning Strategy** that has been translated mainly from the current Municipal Strategic Statement (MSS). The Municipal Planning Strategy Vision reflects the planning-related vision and strategic directions of the **Council Plan 2021-25** and **Community Vision**, as shown in Figure 1.

<p>02.02</p> <p>Proposed C199dare</p>	<p>VISION</p> <p>The City of Darebin is an equitable, vibrant, sustainable and connected city which respects and supports First Nations People, values country and our diverse communities and places. Darebin commits to mitigating the climate emergency and creating prosperity for current and future generations.</p> <p>Land use and development goals set out by the vision of the City of Darebin Council Plan 2021-2025 are as follows:</p> <ul style="list-style-type: none"> • A 20-minute city with amenities, community services, vibrant places and accessible sustainable transport that encourage people to live, work and play locally. • Sustainable and liveable built environment, including affordable and social housing, that meets community needs and strives for zero carbon emissions, waste reduction and a local circular economy. • Climate action and adaptation, resilient infrastructure and built environment, protection of natural assets, and regeneration and protection of ecosystems and biodiversity. • Connection to, and preservation of, local history in the built environment, including acknowledging past harm and trauma to First Nations people. • Business investment and growth in creative industries and the sustainability sector, as well as diverse local businesses and industries. • Accessible open space and places that the community can enjoy and feel safe in, where harms associated with electronic machine gambling, alcohol and tobacco are minimised. • Significant improvements in the built environment and for the community, to be delivered by major developments in the City of Darebin.
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Figure 1 - draft Clause 2.02 Municipal Planning Strategy Vision

- **Redistributed local policies** into new clauses within the PPF to follow the new integrated thematic and three-tiered policy structure.

For example, all urban design policies (state, regional and local) will now be in the one clause within the planning scheme, making it easier to navigate.

- **Reduced repetition between policy levels and controls** by deleting local policy that says the same thing as state or regional policy or is controlled by another part of the scheme.

For example, a local policy may repeat the same content that exists already in a Design and Development Overlay control, in which case the local policy content is not necessary.

- **Removing policies that can't be implemented via a planning scheme** or do not assist decision making – e.g. proposed advocacy actions, promotion or unimplementable Australian standards or guidelines.
- **Removing redundant policies** that are outdated and not able to be implemented due to planning reforms over time (e.g. references to old business zones).
- Rewriting policies for **wording clarity** consistent with plain English principles.

Example – “~~To p~~Promote active building frontages at ground level ~~and visual and functional interaction between the footpath and new buildings.~~”

- **Updating maps** to ensure they are legible and accessible.
- **Digitalising and centralising documents**, both incorporated and background documents and hyper-linking them so that documents can be found easily.

Municipal Planning Strategy

Under the old planning scheme format, the role of Clause 21 Municipal Strategic Statement (MSS) was to provide the overarching strategic policy direction for the municipality and to articulate the land use and development goals set out by the Council Plan and vision.

In the new PPF structure, Clause 21 (MSS) is replaced by Clause 02 'Municipal Planning Strategy' (MPS). The MPS will still provide the overarching strategic policy direction for the municipality, and the land use and development goals set out by the Council Plan and vision, albeit delineated more clearly under the sections: 'context', 'vision', 'strategic directions' and 'strategic framework plans'. The draft Darebin MPS vision is aligned with the planning related statements of the 2021–2025 Council Plan vision (Figure 1).

Local Planning Policy

In the new PPF structure, Local Planning Policy (LPP) builds on the MPS and must align with state-wide and regional policy. Local content from Darebin's Clause 21 (Municipal Strategic Statement) and Clause 22 (Local Planning Policies) has been redistributed under the following clauses of the PPF:

- 11 Settlement
- 12 Environment and Landscape Values
- 13 Environmental Risks and Amenity
- 14 Natural Resource Management
- 15 Built Environment and Heritage
- 16 Housing
- 17 Economic Development
- 18 Transport
- 19 Infrastructure.

The table at **Attachment B** provides an overview of where local policy has been relocated.

In accordance with the planning translation guidelines, local policy that duplicated local, state-wide or regional policy, was not planning related and/or that does not assist-decision making, has been removed.

No erosion of Council's decision-making power

The policies that statutory planners and Council rely upon to make planning decisions remains, and the effectiveness of the policy is unchanged as only duplicated or redundant policies have been removed.

A key focus throughout the drafting process has been to scrutinise all changes to the highest degree, to ensure that the weight of existing local policy has not been unintentionally reduced. Accordingly, officers do not foresee any impact on planning decision making arising from the translation.

Local policy reform

Being policy neutral, the PPF translation does not provide an opportunity to insert new local policy. Local policy reform occurs by undertaking strategic work to provide the justification for policy change, followed by a planning scheme amendment to implement the change, along with public exhibition and (commonly) a planning panel to consider submissions.

Implementing the Darebin PPF will allow officers to focus on key city shaping strategic projects that provide the basis for future reforms of local policy and planning controls (via the planning scheme amendment process). These Strategic Planning projects include the:

- Planning Scheme Review
- Open space
- Preston Central Structure Plan.

State policy reform

The PPF translation does not provide an opportunity to seek state planning reform. Advocacy continues to be Council's most viable option to influence improvements to state planning policy, such as through Council's participation in the Council Alliance for Sustainable Built Environment (CASBE) advocacy project for a higher standard of environmentally sustainable development controls in Victorian planning schemes. CASBE has recently written to the new Minister seeking to progress the amendment from the authorisation stage.

Implementation of the PPF

Planning Scheme amendments ordinarily require public notification because they involve new policy and thereby create new impacts. For the PPF translation however, DTP consider notification (including public exhibition) unnecessary because the changes do not introduce new policy.

The Amendment to implement Darebin's PPF is proposed to occur via a Ministerial Amendment in accordance with section 20(4) of the *Planning and Environment Act* 1987 (the Act). Under a 20(4) amendment, the Minister for Planning is the proponent for the Amendment and is exempt from the formal notification requirements of the Act - this is only utilised for matters set out in the Practice Note for Ministerial Powers of Intervention in Planning and Heritage Matters (PPN29). This is the approach taken by DTP for most policy neutral PPF translations for Victorian councils.

Consistent with the State Government requirement for all councils to translate their planning schemes to the new policy neutral format, it is intended that the Minister for Planning implement the new Darebin Planning Policy Framework via a section 20(4) ministerial amendment, without public consultation.

If Council seeks to endorse the PPF translation with further changes, the DTP will consider the merits of those changes – whether they are policy neutral and comply with drafting rules – prior to proceeding with a Ministerial Amendment.

CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES

Financial Management

The proposal seeks to expediate updating the Darebin Planning Scheme to the new format without unduly impacting on resources.

Community Engagement

The Department of Transport and Planning are proposing to implement the new Darebin PPF format planning scheme via a Ministerial amendment, without public notification, as the amendment:

- a) is policy neutral and will not impact Council's powers in terms of decision making on planning matters
- b) follows strict state guidance on drafting of planning provisions
- c) would delay the implementation of the Darebin PPF into the new format and require resources to be diverted away from other strategic planning work
- d) could confuse the community and could inadvertently raise expectations about what could be influenced.

Community engagement has and will continue to occur as part of other strategic work underway.

Overarching Governance Principles and Supporting Principles

- (i) the transparency of Council decisions, actions and information is to be ensured.

Public Transparency Principles

- (c) Council information must be understandable and accessible to members of the municipal community;

COUNCIL POLICY CONSIDERATIONS

Environmental Sustainability Considerations (including Climate Emergency)

The new PPF State Planning Policies have been updated and expanded to include further environmental considerations, including strengthening the purpose of planning schemes to support responses to address climate change. Council's existing local policy relating to environmental sustainability considerations and the climate emergency has been retained within the translation.

Equity, Inclusion, Wellbeing and Human Rights Considerations:

The proposed changes are policy neutral and do not contravene the Victorian Charter of Human Rights and Responsibilities Act 2006. Council's existing local policy relating to community considerations has been retained within the translation.

Economic Development and Cultural Considerations

The Darebin PPF retains existing local policies which support economic development and cultural arts facilities.

Operational Impacts

The Darebin PPF translation will have limited operational impact.

Legal and Risk Implications

The Darebin PPF translation has been prepared in accordance with strict State Government guidelines that guide the drafting of all planning scheme provisions. A key focus of the work of the Council officers throughout the drafting process has been to scrutinise all changes to the highest degree, to ensure that the weight of existing local policy has not been unintentionally reduced. Accordingly, officers do not foresee any impact on planning decision making arising from the translation. Overall, there are no foreseen legal or other risks.

IMPLEMENTATION ACTIONS

1. **May 2023** - Take Planning Policy Translation to Planning Committee for endorsement and notify the Minister for Planning.
2. **Mid 2023** - Minister proceeds with 20(4) planning scheme amendment, considering any endorsement requests of Council before making a decision.

RELATED DOCUMENTS

None

Attachments

- Darebin PPF Translation Draft Final (**Appendix A**)
- Proposed PPF Translation Summary (**Appendix B**)

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.

DAREBIN PLANNING SCHEME

02

MUNICIPAL PLANNING STRATEGY

of/1000
Proposed C199dare

DAREBIN PLANNING SCHEME

02.01

of/area
Proposed C199dare

CONTEXT

The City of Darebin is an urban municipality of 53 square kilometres across the inner to middle northern suburbs of Melbourne. The municipality is bordered by the City of Yarra to the south, City of Whittlesea to the north, City of Moreland and Merri Creek to the west and City of Banyule and Darebin Creek to the east.

In the 2021 ABS Census of Population there were 148, 570 people in Darebin. Darebin is one of the largest communities in Victoria, with over 55,000 properties, including more than 58,000 residences and 4700 commercial and industrial properties. It is also one of the most diverse communities, made up of people from a range of backgrounds, cultures, languages, religions, ages, socio-economic status and skill sets. Darebin is also recognised as an important area of Indigenous history and has a large First Nations community. In the 2021 ABS Census, there were 1,441 aboriginal and/or Torres strait islander people in Darebin.

Darebin is an increasingly desirable place to live, gaining popularity as a destination for retail, leisure and entertainment.

Darebin has experienced significant change over the past decades, primarily driven by a change in its socio-economic make up towards a more affluent population. This gentrification is having a major impact on land use and development patterns.

Melbourne's increasing population growth, and the concentration of jobs and associated activities in the central city, contributes to increased congestion on roads and public transport in Darebin, and impacts on local productivity and liveability.

The built environment in Darebin reflects early Victorian beginnings in Northcote and Preston, to various early 20th century bursts of expansion, post-war development in Reservoir, Kingsbury and East Preston, to more recent redevelopment areas in Bundoora and Macleod.

Darebin has an established network of activity centres with key precincts at Preston, Northland, Northcote and Reservoir complemented by a range of neighbourhood and local centres. There are major industrial areas located in Fairfield, East Preston and Reservoir. Darebin also has two tertiary institutions, La Trobe University and Melbourne Polytechnic as well as major health facilities at Bundoora Extended Care and Reservoir Private Hospital.

Darebin accommodates regionally significant open space areas at Bundoora Park and Darebin Parklands, important habitat areas at Central Creek Grasslands and Gresswell Wildlife Reserve and pockets of remnant natural areas along Merri and Darebin Creeks. Edwardes Lake Park in Reservoir and All Nations Park in Northcote are popular urban parkland destinations. These are complemented by a network of local and neighbourhood parks.

DAREBIN PLANNING SCHEME

02.02

of/1000
Proposed C199dare

VISION

The City of Darebin is an equitable, vibrant, sustainable and connected city which respects and supports First Nations People, values country and our diverse communities and places. Darebin commits to mitigating the climate emergency and creating prosperity for current and future generations.

Land use and development goals set out by the vision of the City of Darebin Council Plan 2021-2025 are as follows:

- A 20-minute city with amenities, community services, vibrant places and accessible sustainable transport that encourage people to live, work and play locally.
- Sustainable and liveable built environment, including affordable and social housing, that meets community needs and strives for zero carbon emissions, waste reduction and a local circular economy.
- Climate action and adaptation, resilient infrastructure and built environment, protection of natural assets, and regeneration and protection of ecosystems and biodiversity.
- Connection to, and preservation of, local history in the built environment, including acknowledging past harm and trauma to First Nations people.
- Business investment and growth in creative industries and the sustainability sector, as well as diverse local businesses and industries.
- Accessible open space and places that the community can enjoy and feel safe in, where harms associated with electronic machine gambling, alcohol and tobacco are minimised.
- Significant improvements in the built environment and for the community, to be delivered by major developments in the City of Darebin.

DAREBIN PLANNING SCHEME

02.03 STRATEGIC DIRECTIONS

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Proposed C199dare

02.03-1 Settlement

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Proposed C199dare

Activity centres

Council seeks to consolidate higher density residential uses in and around the designated activity centres, at a scale appropriate to each centre's role and physical context. A diversity of housing is also sought within activity centres to meet community needs.

Darebin's activity centres comprise four major activity centres and a range of neighbourhood and local centres:

- **Preston Central:** One of the largest 'traditional, multi-dimensional' activity centres in northern Melbourne and is a major focus for business, shopping, community, culture and recreation. Land use and development at the centre is guided by the Preston Central Structure Plan. Council recognises the strategic importance of the centre and the need to encourage its economic growth and improvement in the centre's appearance and performance.
- **Northland East Preston:** Provides a range of opportunities for retail, commercial, residential, leisure and other commercial activities for a wide catchment. Significant urban renewal opportunity exists in large parcels of underutilised industrial and commercial land.
- **Northcote:** Provides a mix of retail, leisure, cultural, educational and other commercial activities and is a popular destination in the inner northern Melbourne region, drawing a catchment area beyond the local population.
- **Reservoir:** Assumes a predominantly neighbourhood centre role and is dominated by the central junction of High Street, Edwardes Street, Broadway and Spring Street, and the South Morang railway line.
- **Neighbourhood and local centres:** Darebin's neighbourhood centres and 55 local centres provide for the convenience retail needs of local catchments and space for small business. The neighbourhood centres are located at Fairfield, The Junction - South Preston, Tyler Street, Summerhill Village, Thornbury Village, Westgarth Village and Lancaster Gate.

Strategic directions

- To strengthen the established retail centres hierarchy in Darebin.
- Support a greater scale and intensity of retail and residential use and development in Preston Central.
- Promote Preston Central Activity Centre as the pre-eminent activity centre in Darebin, supporting a higher intensity and scale of development and accommodating a mix of commercial, civic, community, and housing activity
- Promote Northland East Preston Activity Centre as a regional centre and key node in the La Trobe National Employment Cluster for retail, commercial office, entertainment and related uses that support consolidation of jobs and housing.
- Encourage increased residential development throughout the Northcote Activity Centre.
- Support a mix of uses, activities, services and facilities that enhance the economic, social and environmental viability of the Northcote Activity centre.
- Elevate Reservoir's role within Darebin's retail hierarchy and unlock opportunities for new community, commercial and residential investment.

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- Elevate Reservoir's role within Darebin's retail hierarchy and advocate grade separation of the road and rail to create a 'central heart' to unify the precinct and unlock opportunities for new community, commercial and residential investment.
- Encourage land use and development that supports local living and revitalisation, mainly through retail and services, improved pedestrian links, higher-density housing in and around the centres and public realm improvements for neighbourhood and local centres.

Strategic corridors

Strategic corridors formed by major road routes and adjoining land play a significant role in serving the commercial, social and residential needs of the community. Five key strategic corridors have been identified:

- **High Street:** A north-south urban corridor that supports one of Melbourne's longest retail and commercial strips. Sections of the corridor are serviced by tram and bus. Connects activity centres at Northcote, Preston Central and Reservoir.
- **Plenty Road:** A regional transport route, linking the inner metropolitan area to La Trobe University and the growth areas north of Darebin. Development along the corridor can take advantage of convenient access to existing public transport.
- **St Georges Road:** Boulevard corridor with multiple infrastructure roles, providing transport (arterial road, tram route, regional cycling link) and metropolitan water supply and communications. It includes the Oakover Village Activity Centre as place for mixed use renewal.
- **Bell Street:** Major east-west arterial road of regional significance and Darebin's busiest road, providing a high exposure frontage for business and commercial uses.
- **Heidelberg Road and Mahoneys Road:** Key east-west transport routes and interfaces to adjoining municipalities. Both corridors attract commercial activity due to frontage exposure. Heidelberg Road is experiencing change with renewal of industrial land for a mix of uses.

Strategic directions

- Encourage intensification of retail, commercial, office and residential uses in High Street.
- Encourage a mix of commercial and higher density residential development along Plenty Road to maximise the use of public transport.
- Support use and development that would revitalise activity centres along Plenty Road at The Junction – South Preston, Tyler Street, Summerhill Village and Lancaster Gate and support La Trobe University.
- Encourage transition and intensification of mix of uses, especially residential along St Georges Road.
- Encourage a greater mix of land uses along the Bell Street corridor, including employment and housing in various contexts, at a range of densities.
- Encourage streetscape enhancements to improve amenity and sense of place along Bell Street.
- Support future land use opportunities along interface corridors at Mahoney's Road and Keon Parade in Reservoir and Heidelberg Road in Northcote, Fairfield and Alphington.

Strategic redevelopment precincts and urban renewal

Strategic redevelopment precincts are specific areas earmarked to accommodate significant levels of new development, generally at a higher intensity and density. The identified precincts include:

- **The Junction – South Preston:** Identified for growth, the area is characterised by a mix of commercial, retail and industrial properties fronting Plenty Road and High Street. Key features include the Preston South Shopping Centre, Australia Post and the landmark Junction Hotel.

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- **Summerhill Village:** This neighbourhood centre, characterised by post-war retail buildings, has been identified for redevelopment and regeneration to create a vibrant and viable modern ‘town centre’.
- **Oakover Village:** Identified as an emerging neighbourhood centre, Oakover Village benefits from the locational advantages offered by the St Georges Road Strategic Corridor, including public transport (train and tram routes) Ray Bramham Gardens and the Northern Metropolitan Institute of Melbourne Polytechnic Preston Campus.

Urban renewal opportunities resulting from the conversion of underutilised industrial land and the rail grade separation investments at Bell Street and Reservoir Junction offer additional areas to provide services that will benefit the community.

Strategic directions

- Encourage housing at a range of densities in strategic redevelopment precincts.
- Encourage commercial and recreational uses in urban renewal areas to service existing and emerging communities.
- Encourage higher density developments and opportunities for affordable housing around the Junction considering the proximity to Tram service along Plenty Road, Thornbury and Bell train stations within short walk, and proximity to Preston Central and High Street Thornbury.
- Encourage integration of land uses, and intensification of urban form with new housing opportunities to support the neighbourhood centre retail role.
- Promote a coordinated and staged redevelopment of several key sites to create a high-amenity urban village, with new commercial opportunities and higher density residential development.

02.03-2 Environmental and landscape values

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Proposed C199dare

Areas of natural environmental significance in Darebin include native grasslands at Central Creek Reservoir and Cherry Street Macleod; two major creek systems (Merri and Darebin); significant remnant vegetation (River Red Gums at Mount Cooper and Bundoora Park); and native habitat forest (Gresswell Forest and Hill, and La Trobe Wildlife Sanctuary) which also support significant native animal species.

The Merri and Darebin Creeks, Gresswell Habitat Link and Hurstbridge Rail Reserve provide a cohesive network of natural spaces and corridors.

Strategic directions

- Minimise negative impacts from land use and development on natural environmental assets, particularly creek and habitat corridors, and open spaces like Bundoora Park.
- Encourage long term protection of remnant native vegetation in estates such as Springthorpe in Macleod and Mt. Cooper and Lancaster Gate in Bundoora.

02.03-3 Environmental risks and amenity

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Proposed C199dare

Council recognises that increasing housing development and economic activity will provide benefits to the community. However, as population increases along with demand for services, there is a need to achieve a balance between the potential amenity conflicts between non-residential and residential uses particularly in locations such as activity centres and the need to accommodate a broad mix of uses.

Environmental risk relating to land use planning in Darebin encompasses a number of issues including dealing with contaminated and flood prone land and developing resilience to impacts of climate change.

DAREBIN PLANNING SCHEME

Strategic directions

- Manage interfaces and potential conflicts between commercial and industrial land uses and residential land uses.
- Mitigate the adverse effects of potentially contaminated land on sensitive uses.
- Mitigate impacts of development in areas prone to flooding.

02.03-4

Proposed C199dare

Built environment and heritage

The design and quality of the built environment, including buildings, public spaces, infrastructure and streetscapes plays an important role in enhancing civic pride, liveability and social connectedness, and provides opportunities for creating a more sustainable city.

All eras of Darebin's growth are represented in its building and streetscapes. Neighbourhoods range from historic low scale suburban areas to more compact inner urban areas with heritage streets or contemporary apartment dwellings. Residential development needs to respond to the existing or preferred neighbourhood character while still allowing for housing change.

Darebin's rich and diverse natural heritage and history of human settlement, from pre-contact inhabitation, through European colonisation to the modern era, has created a heritage fabric characterised by many layers and types of significance.

The extensive stock of older buildings can provide opportunities for redevelopment that demonstrate principles of cultural and ecological sustainability, possibly through adaptive reuse, urban design and architectural excellence. Some heritage places have the potential to increase and enhance local and regional tourism opportunities.

Council is committed to the creation of a sustainable built environment through environmentally sustainable design (ESD). If ESD is not included at the time of planning approval, the ability to achieve environmentally sustainable development may be compromised. In addition, there may be difficulties or extra costs associated with retro-fitting the development to implement environmentally sustainable design principles.

Strategic directions

- Promote high-quality design in development including activity centres and industrial/employment precincts.
- Balance the need to protect neighbourhood character with the need to facilitate housing for a growing population in activity centres, substantial Change Areas and on Strategic Opportunity Sites.
- Protect and enhance of places of heritage significance.
- Encourage development that is environmentally sustainable through urban form and design.

02.03-5

Proposed C199dare

Housing

Population growth and demographic trends in Darebin are driving down average household size, increasing demand for additional housing and requiring different types and sizes of housing. With land constraints and a decline in the supply of vacant land across Darebin, housing demand will need to be met through intensification of existing urban areas. Housing development opportunities exist in and around activity centres, strategic corridors and strategic redevelopment precincts, near public transport, close to employment and services and on strategic opportunity sites identified in the Darebin Housing Strategy 2013 (Revised 2015). By identifying these key locations suitable for more substantial growth and change, areas of special heritage, character and environmental qualities can be conserved, with minimal levels of change. In residential areas, there is also a need to accept and accommodate some non-residential activities at appropriate scale and format to service the needs of the local community.

Locations suitable to residential development have been categorised as follows:

DAREBIN PLANNING SCHEME

- **Substantial Housing Change Areas and Strategic Opportunity Sites** allowing for greater increased densities.
- **Incremental Housing Change Areas** allowing for more moderate change.
- **Minimal Housing Change Areas** allowing for minimal housing growth and change over time.

Housing development needs to cater to diverse needs of the Darebin community across life stages, mobility and socio-economic situation. This includes provision of suitable housing for ageing residents, students, people with limited mobility, and low-income households.

Housing affordability is a particular housing issue in Darebin. Lack of affordable housing and high rental prices can aggravate housing stress and homelessness. Housing affordability, income levels and demand for social and public housing are highly correlated. An increase in the supply of affordable housing could ease housing stress of low-income earners and can decrease the demand for social housing.

Darebin's proximity to the CBD, places of study and its extensive public transport network make it an ideal location for students and opportunities exist to increase the number of dwellings along transport corridors, especially, train and tram routes, to meet student housing needs and preferences.

Strategic directions

- Support development at higher overall densities in Substantial Housing Change Areas and on Strategic Opportunity Sites, as identified in the Strategic Housing Framework Plan at 02.04-2.
- Discourage underdevelopment of areas that are identified as Substantial Housing Change Areas and on Strategic Opportunity Sites.
- Encourage housing development and diversity in Incremental Housing Change Areas that is generally consistent with the character of the area and responsive to varying local conditions, allowing for moderate housing growth and diversification over time.
- Encourage housing development, in Minimal Housing Change Areas that is consistent with the type, scale, style and prevailing character of the area and allows for minimal housing growth and change over time
- Support an increase to housing diversity to better meet the needs of the local community (including elderly residents) and reflect demographic changes.
- Encourage the provision of student accommodation proximate to major educational facilities, Substantial and Incremental Housing Change Areas or locations on the Principal Public Transport network.

02.03-6

Proposed C199dare

Economic development

Darebin's economy is transitioning from a 'traditional' labour intensive manufacturing industrial base to a more mixed economy, with growth in modern retail and services sectors.

Consistent with structural changes in the national economy, local employment in manufacturing and other traditional industries is being replaced by jobs in retail and services, while the public sector continues to be a major employer in education and health.

The scaling down of traditional industrial (due to factors such as high land costs, preference for smaller premises and conflicts with sensitive uses such as housing) has created pockets of vacant underutilised industrial land across the City.

Growth in 'lifestyle' businesses, particularly in hospitality, arts and entertainment, in activity centres and retail strips, and strategic corridors is contributing to the rejuvenation of Darebin's neighbourhoods.

DAREBIN PLANNING SCHEME

Important future economic opportunities include Northland East Preston Activity Centre and La Trobe University as key nodes in the La Trobe National Employment Cluster, and the transition of the Bell Street and Heidelberg Road Corridors as strategic regional linkages between key employment and innovation precincts.

Retail activity is a significant component of the Darebin economy. The municipality's hierarchy of activity centres continues to evolve with several identifiable precincts such as Northland East Preston, Preston Central, Northcote and Reservoir serving the municipality's main retail needs and others, particularly those located along Darebin's main north-south spines, blending into a linear corridor of mixed-use activity.

There is a challenge for established retail centres to accommodate demand for new retail floor space along with higher density residential development. Given limited availability of land and the high level of land fragmentation, accommodating larger format retail opportunities in established activity centres is also challenging.

The commercial sector in Darebin is relatively small with local professional service providers and a larger market for government offices and agencies. Commercial space in the municipality is dispersed with no identifiable cluster or apparent scale. However, there is scope for improvement with ongoing socio-economic change.

The services sector, particularly in government, health, education and community services, provide significant local employment and often occupy large land holdings that have potential to be more efficiently used.

Strategic directions

- Encourage use and development that facilitates investment in retail, institutional and hospitality sectors.
- Encourage use and development to support the knowledge economy through investment in the education, health, biomedical and research sectors.
- Intensify development in the Northland East Preston Activity Centre.
- Encourage mixed uses including commercial offices to support economic investment and growth in the La Trobe Economic Employment Cluster.
- Facilitate business start-ups and home-based businesses.

Industry

There will continue to be a need for industrial land in Darebin to provide for industrial uses and the growing service industry sector that serves Darebin and the surrounding region.

Industrial land in Darebin is considered in the context of the three core industrial areas, a single secondary industrial area and a series of smaller clusters and single use sites. There is economic pressure to rezone land in industrial precincts for other uses. However, industrial land is a scarce resource in Darebin and should be maintained and used to optimise local employment opportunities. Some industrial sites and areas occupy key strategic locations which could better fulfill a more significant role in terms of providing employment that better responds to contemporary economic trends.

Strategic directions

- Protect viable industrial areas while making land available for economic uses and, where appropriate, residential uses by supporting alternative possibilities for under-utilised industrial land particularly for employment.
- Facilitate the supply of zoned land for business investment, particularly those that can provide job opportunities for local residents.
- Support opportunities for advanced manufacturing, wholesale trade and service industries.

DAREBIN PLANNING SCHEME

Tourism

While tourism plays a small role in Darebin’s economy, there are opportunities to build on a number of identified and diverse assets within Darebin to encourage residents and visitors to recreate within the city. These assets include Bundoora Park and Homestead, Merri and Darebin Creeks, strip retail centres, cultural activities, Preston Market, factory retail outlets, public open space and Darebin’s multicultural society.

Strategic direction

- Encourage land use and development that attracts residents and visitors to recreate within Darebin.
- Support a diverse range of short-term tourist accommodation in the city, particularly in walking distance to key cultural attractors.

02.03-7

Proposed C199dare

Transport

Darebin experiences high levels of through traffic and road congestion, particularly east-west via Bell Street, and north-south on High Street, St Georges Road, and Plenty Road. It is well serviced by regional road links and public transport networks (train and tram) radiating from the centre of Melbourne, and bus routes provide east-west connections. However, large sections of East and West Reservoir have poor connections to any public transport services and are highly car dependent. Pressures on car parking in Darebin are increasing.

A significant number of Darebin residents do not have easy access to car travel either due to age, economic disadvantage or disability. Accessibility, safety and quality of environments for walking, cycling and public transport use are therefore important.

Darebin is experiencing strong, continuous growth in rates of cycling. This growth is related to the municipality’s proximity to the Melbourne CBD and key education centres, its relatively flat landscape and changing demographics. Darebin’s fine grain network of streets provides a good network for walking, although safety and amenity are compromised on the major traffic arterials.

Quality of transport is a key factor in attracting new employers to Darebin and therefore providing local employment opportunities.

Council supports a vision for well planned, efficient and equitable provision of transport and related infrastructure across the municipality to enhance health and wellbeing and promote environmentally sustainable lifestyles.

Strategic directions

- Support integrated land use and transport planning to encourage sustainable transport use including walking and cycling, public transport and rail-freight and reduce car dependency and the associated road congestion and parking pressures.

02.03-8

Proposed C199dare

Infrastructure

Physical and community infrastructure

Providing the necessary infrastructure to support Darebin’s growing population and economic activities. is a critical issue, and central to maintaining Darebin’s high standard of liveability and amenity by virtue of its good access to transport, services and facilities.

More intense development is imposing additional demands on infrastructure. Meeting those needs and ensuring the quality and capacity of infrastructure that meets the needs of the wider Darebin community is essential. As a result, there is a need for a long term, sustainable approach to the planning, provision and management of physical and community infrastructure.

Darebin is a developed municipality with limited opportunities for creating additional open space. Existing open space is highly valued by the community.

DAREBIN PLANNING SCHEME

Strategic directions

- Facilitate the provision or upgrade of physical and community infrastructure across the municipality in response to identified community needs.
- Encourage the co-location of community facilities.
- Promote the use of existing infrastructure by encouraging appropriate developments close to existing facilities and identifying the capacity of and the need for new infrastructure in areas in transition is essential.
- Support the provision of sufficient open space, particularly in higher density living precincts where there is higher reliance on for communal facilities for outdoor activities and recreation.
- Encourage improved quality of open space and the use and development of waterways and linkages to prioritise open space management as guided by the Open Space Strategy 2007-2017.

Tertiary institutions

Darebin has two tertiary institutions (La Trobe University and Melbourne Polytechnic) as well as numerous schools. La Trobe University is the largest single employer in the municipality and is a key attractor for education on a regional scale and for research and development on a national scale. Facilitating new industries (such as research and development) in association with the tertiary institutions will help underpin the development of the City's economic base.

Strategic directions

- Support the continued development and promotion of the emerging La Trobe Employment Cluster, particularly in ways that can grow employment.
- Facilitate the university's connection to and integration with surrounding neighbourhoods and local communities.
- Encourage research, development and high technology facilities in and around La Trobe University.

Arts and culture

Darebin has an arts and cultural scene that is closely associated with the municipality's identity, attracts a broad range of visitors and generates considerable economic benefits. Council recognises there is ongoing demand for adequate space to accommodate cultural activities such as live music, theatre, and visual art creation and exhibition.

Strategic direction

- Encourage land use and development that supports Darebin's cultural and artistic vitality.

02.03-9

Proposed C199dare

Gaming

The *Darebin Electronic Gaming Machine Policy and Strategic Action Plan 2010 – 2014* identifies Darebin as an area in which a regional cap on electronic gaming machines (EGM) has been declared by the state government. Planning seeks to help manage the social and economic issues related to gaming while providing for and regulating the use of EGMs.

Strategic direction

- Ensure gaming machines are located to minimise the incidence of 'convenience gambling'.

DAREBIN PLANNING SCHEME

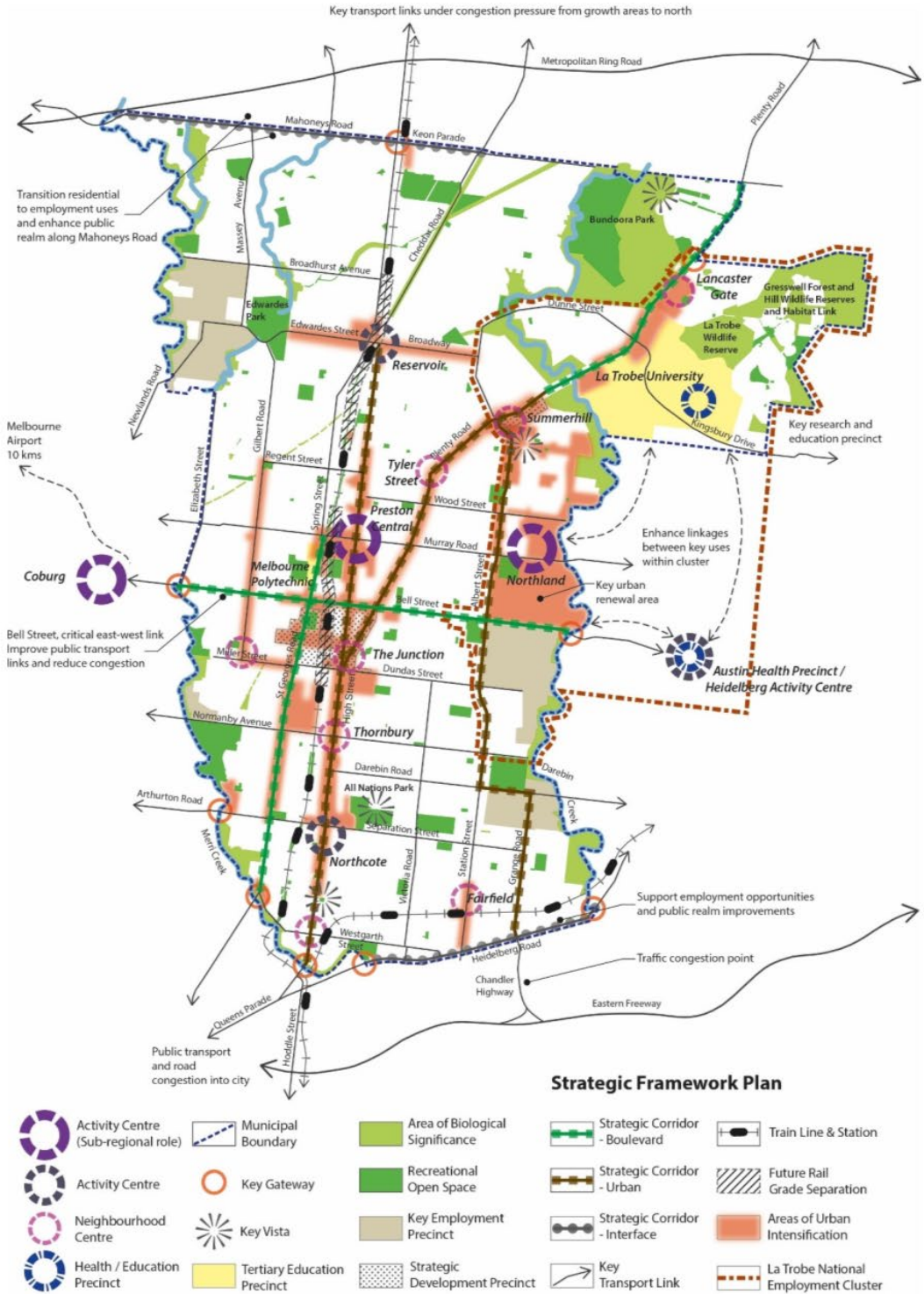
02.04 STRATEGIC FRAMEWORK PLANS

Proposed C199dare

The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03.

02.04-1 Strategic framework plan

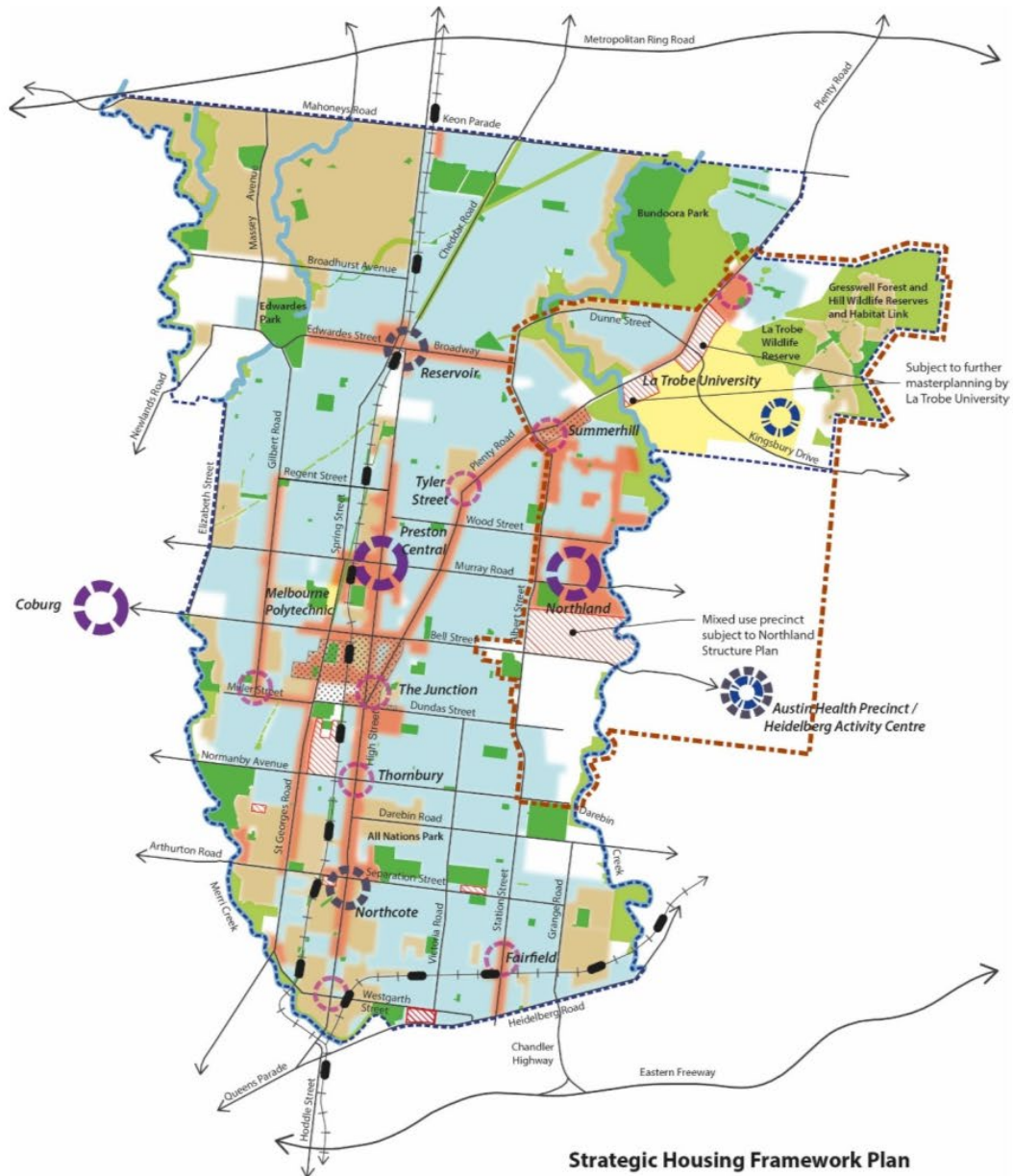
Proposed C199dare



DAREBIN PLANNING SCHEME

02.04-2 Strategic housing framework plan

Proposed C199dare



Strategic Housing Framework Plan

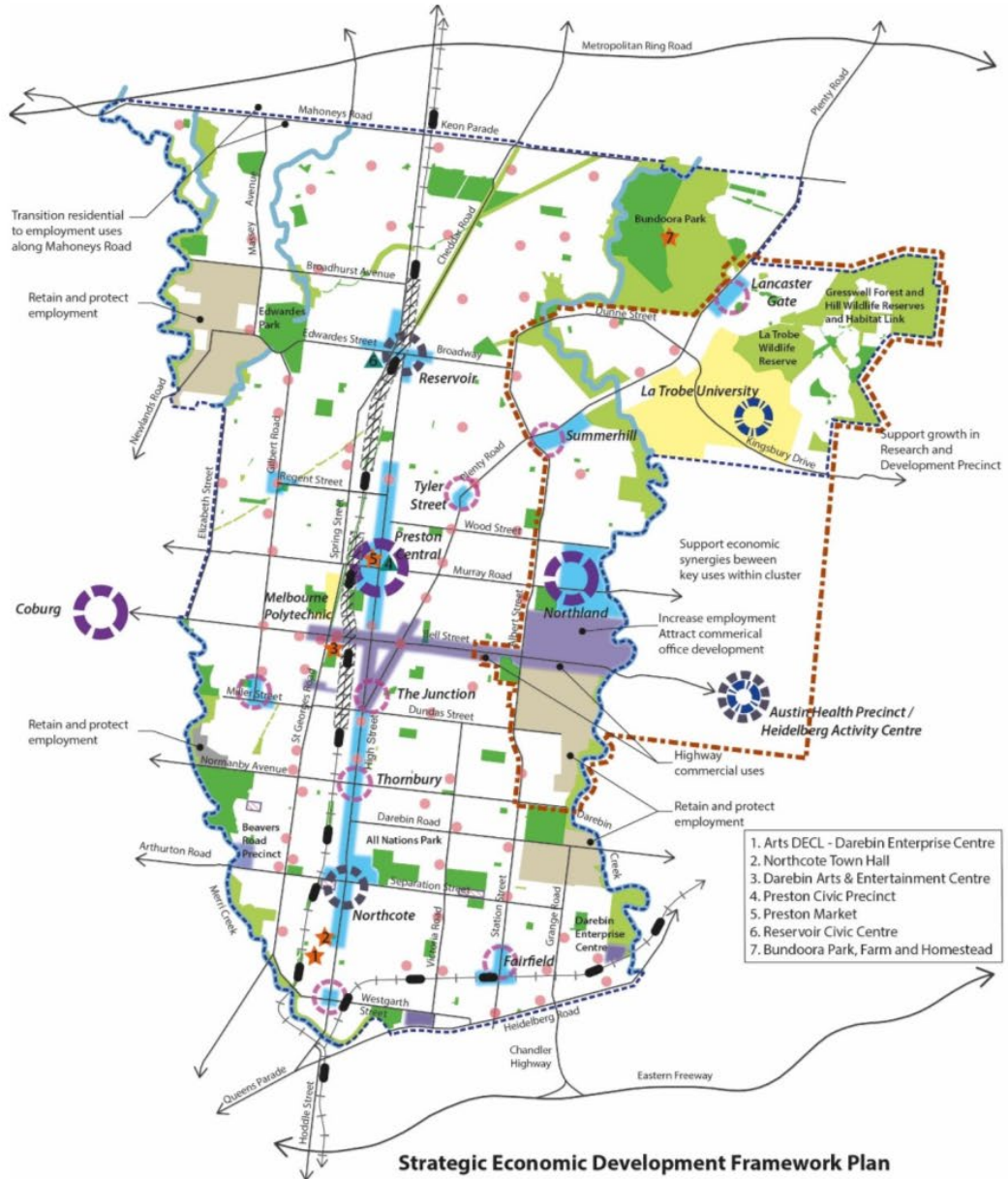
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DAREBIN PLANNING SCHEME

02.04-3

Strategic economic development framework plan

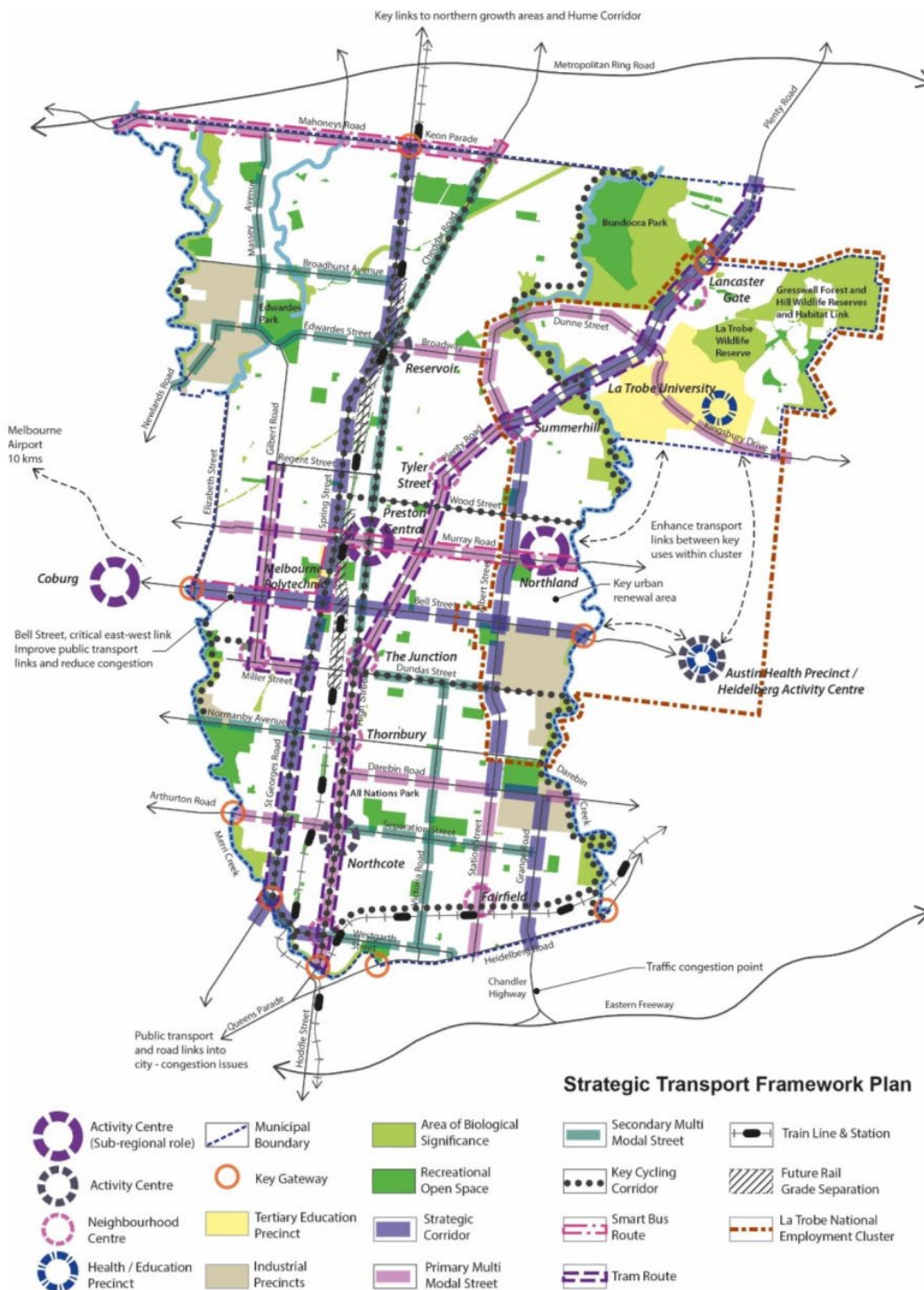
Proposed C199dare



DAREBIN PLANNING SCHEME

02.04-4 Strategic transport framework plan

Proposed C199dare



DAREBIN PLANNING SCHEME

11.01
31/07/2018
VC148

VICTORIA

DAREBIN PLANNING SCHEME

11.01-1S10/06/2022
VC216**Settlement****Objective**

To facilitate the sustainable growth and development of Victoria and deliver choice and opportunity for all Victorians through a network of settlements.

Strategies

Develop sustainable communities through a settlement framework offering convenient access to jobs, services, infrastructure and community facilities.

Focus investment and growth in places of state significance in Metropolitan Melbourne and the major regional cities of Ballarat, Bendigo, Geelong, Horsham, Latrobe City, Mildura, Shepparton, Wangaratta, Warrnambool and Wodonga.

Support sustainable development of the regional centres of Ararat, Bacchus Marsh, Bairnsdale, Benalla, Castlemaine, Colac, Echuca, Gisborne, Hamilton, Kyneton, Leongatha, Maryborough, Portland, Sale, Swan Hill, Warragul/Drouin and Wonthaggi.

Ensure regions and their settlements are planned in accordance with their relevant regional growth plan.

Guide the structure, functioning and character of each settlement taking into account municipal and regional contexts and frameworks.

Create and reinforce settlement boundaries.

Provide for growth in population and development of facilities and services across a regional or sub-regional network.

Plan for development and investment opportunities along existing and planned transport infrastructure.

Promote transport, communications and economic linkages between settlements through the identification of servicing priorities in regional land use plans.

Strengthen transport links on national networks for the movement of commodities.

Deliver networks of high-quality integrated settlements that have a strong identity and sense of place, are prosperous and are sustainable by:

- Building on strengths and capabilities of each region across Victoria to respond sustainably to population growth and changing environments.
- Developing settlements that will support resilient communities and their ability to adapt and change.
- Balancing strategic objectives to achieve improved land use and development outcomes at a regional, catchment and local level.
- Preserving and protecting features of rural land and natural resources and features to enhance their contribution to settlements and landscapes.
- Encouraging an integrated planning response between settlements in regions and in adjoining regions and states in accordance with the relevant regional growth plan.
- Providing for appropriately located supplies of residential, commercial, and industrial land across a region, sufficient to meet community needs in accordance with the relevant regional growth plan.
- Improving transport network connections in and between regional cities, towns and Melbourne.
- Integrating the management of water resources into the urban environment in a way that supports water security, public health, environment and amenity outcomes.

DAREBIN PLANNING SCHEME

- Minimising exposure to natural hazards, including increased risks due to climate change.
- Contributing to net zero greenhouse gas emissions through renewable energy infrastructure and energy efficient urban layout and urban design.

Encourage a form and density of settlements that supports healthy, active and sustainable transport.

Limit urban sprawl and direct growth into existing settlements.

Promote and capitalise on opportunities for urban renewal and infill redevelopment.

Develop compact urban areas that are based around existing or planned activity centres to maximise accessibility to facilities and services.

Ensure retail, office-based employment, community facilities and services are concentrated in central locations.

Ensure land that may be required for future urban expansion is not compromised.

Support metropolitan and regional climate change adaption and mitigation measures.

Policy documents

Consider as relevant:

- *Central Highlands Regional Growth Plan* (Victorian Government, 2014)
- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Hume Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee North Regional Growth Plan* (Victorian Government, 2014)
- *Loddon Mallee South Regional Growth Plan* (Victorian Government, 2014)
- *Wimmera Southern Mallee Regional Growth Plan* (Victorian Government, 2014)
- *Plan Melbourne 2017-2050: Metropolitan Planning Strategy* (Department of Environment, Land, Water and Planning, 2017)
- *Plan Melbourne 2017-2050: Addendum 2019* (Department of Environment, Land, Water and Planning, 2019)

DAREBIN PLANNING SCHEME

11.01-1R11/02/2020
VC168**Settlement - Metropolitan Melbourne****Strategies**

Maintain a permanent urban growth boundary around Melbourne to create a more consolidated, sustainable city and protect the values of non-urban land.

Focus investment and growth in places of state significance, including:

- Metropolitan Melbourne Central City.
- National Employment and Innovation Clusters.
- Metropolitan Activity Centres.
- State-Significant Industrial Precincts.
- Transport Gateways.
- Health and Education Precincts.
- Major Urban-Renewal Precincts.

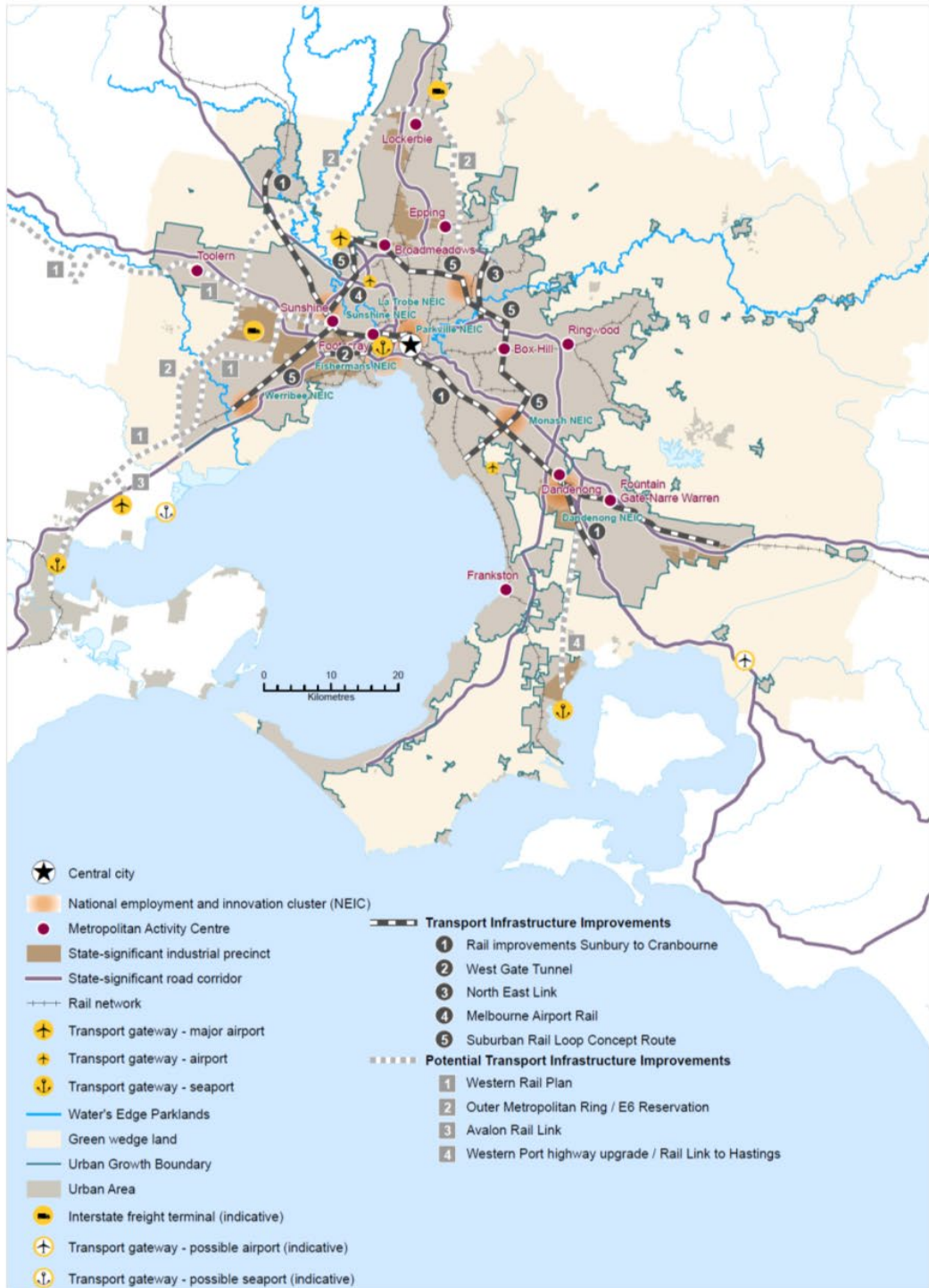
Develop the Suburban Rail Loop through Melbourne's middle suburbs to facilitate substantial growth and change in major employment, health and education precincts and activity centres beyond the central city at an appropriate scale to address the needs of Melbourne's rapidly growing population.

Develop a network of activity centres linked by transport; consisting of Metropolitan Activity Centres supported by a network of vibrant major and neighbourhood activity centres of varying size, role and function.

Create mixed-use neighbourhoods at varying densities, including through the development of urban-renewal precincts, that offer more choice in housing, create jobs and opportunities for local businesses and deliver better access to services and facilities.

DAREBIN PLANNING SCHEME

Melbourne 2050 spatial framework



DAREBIN PLANNING SCHEME

11.01-1R31/07/2018
VC148**Green wedges - Metropolitan Melbourne****Objective**

To protect the green wedges of Metropolitan Melbourne from inappropriate development.

Strategies

Promote and encourage the key features and related values of each green wedge area.

Support development in the green wedge that provides for environmental, economic and social benefits.

Consolidate new residential development in existing settlements and in locations where planned services are available and green wedge values are protected.

Plan and protect major state infrastructure and resource assets, such as airports and ports with their associated access corridors, water supply dams, water catchments and waste management and recycling facilities.

Protect important productive agricultural areas such as Werribee South, the Maribyrnong River flats, the Yarra Valley, Westernport and the Mornington Peninsula.

Support existing and potential agribusiness activities, forestry, food production and tourism.

Protect areas of environmental, landscape and scenic value such as biodiversity assets, national and state parks, Ramsar wetlands and coastal areas.

Protect significant resources of stone, sand and other mineral resources for extraction purposes.

Provide opportunities for renewable energy generation.

Policy documents

Consider as relevant:

- *Upper Yarra Valley and Dandenong Ranges Region - Regional Strategy Plan (1996)*

DAREBIN PLANNING SCHEME

11.01-1L

Proposed C199dare

Urban renewal**Objective**

To support the transition of redundant industrial or other underutilised land to accommodate new uses.

Strategies

Support the transition of underutilised industrial sites for economic and employment uses.

Encourage a range of supporting commercial and residential uses in the inter-nodal areas of High Street, Plenty Road and St Georges Road Strategic Corridors between key activity centres.

Support the transition of the Beavers Road Secondary Industrial Area to a mixed-use precinct and encourage 'green businesses' to locate in this precinct.

DAREBIN PLANNING SCHEME

11.03
31/07/2018
VC148

PLANNING FOR PLACES

DAREBIN PLANNING SCHEME

11.03-1S03/02/2022
VC199**Activity centres****Objective**

To encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community.

Strategies

Build up activity centres as a focus for high-quality development, activity and living by developing a network of activity centres that:

- Comprises a range of centres that differ in size and function.
- Is a focus for business, shopping, working, leisure and community facilities.
- Provides different types of housing, including forms of higher density housing.
- Is connected by transport.
- Maximises choices in services, employment and social interaction.

Support the role and function of each centre in the context of its classification, the policies for housing intensification, and development of the public transport network.

Undertake strategic planning for the use and development of land in and around activity centres.

Give clear direction on preferred locations for investment.

Encourage a diversity of housing types at higher densities in and around activity centres.

Reduce the number of private motorised trips by concentrating activities that generate high numbers of (non-freight) trips in highly accessible activity centres.

Improve access by walking, cycling and public transport to services and facilities.

Support the continued growth and diversification of activity centres to give communities access to a wide range of goods and services, provide local employment and support local economies.

Encourage economic activity and business synergies.

Improve the social, economic and environmental performance and amenity of activity centres.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)

DAREBIN PLANNING SCHEME

11.03-1R Activity centres - Metropolitan Melbourne31/07/2018
VC148**Strategies**

Support the development and growth of Metropolitan Activity Centres by ensuring they:

- Are able to accommodate significant growth for a broad range of land uses.
- Are supported with appropriate infrastructure.
- Are hubs for public transport services.
- Offer good connectivity for a regional catchment.
- Provide high levels of amenity.

Locate significant new education, justice, community, administrative and health facilities that attract users from large geographic areas in or on the edge of Metropolitan Activity Centres or Major Activity Centres with good public transport.

Locate new small scale education, health and community facilities that meet local needs in or around Neighbourhood Activity Centres.

Ensure Neighbourhood Activity Centres are located within convenient walking distance in the design of new subdivisions.

DAREBIN PLANNING SCHEME

11.03-1L-01 Activity centres

as follows
Proposed C199dare

Strategies

Encourage day and evening activity in activity centres, strategic corridors and strategic development sites.

Consolidate retail, business, employment, community and leisure facilities and higher density housing in and around identified activity centres.

Ensure development in activity centres, strategic corridors and strategic development precincts:

- Is responsive to its environment with quality appearance.
- Promotes an urban scale and character that is appropriate to the role and function of the activity centre or strategic corridor precinct.
- Encourages consolidation of commercial areas along strategic corridors to create strong, vibrant hubs to serve the local community.
- Manages negative off-site impacts and interface issues with surrounding sensitive land uses.

Encourage mixed uses in and around activity centres and along identified strategic corridors.

Discourage land use and development that can undermine the retail mix and capacity of designated activity centres.

Discourage establishment of supermarkets on Mixed Use Zone or Residential Growth Zone land that is located outside of identified activity centres.

Encourage streetscape upgrades to Edwardes Street, Broadway and other streets in Reservoir Activity Centre.

Encourage the development of a neighbourhood centre at Oakover Village.

Facilitate a higher intensity of activity in and around neighbourhood centres and local centres.

Encourage mixed use redevelopment of the Summerhill Neighbourhood Centre, ensuring any expansion of retail floorspace is subject to updated retail floor space projections, and that redevelopment provides for suitable connectivity between sites.

Support the inclusion of a full line supermarket within the Fairfield Neighbourhood Centre subject to updated retail floorspace projections.

Support ongoing mixed-use development in the Thornbury, The Junction - South Preston and Tyler Street Neighbourhood Centres.

Support business activities that relate positively to and attract activity at street level within activity centres and other key precincts.

11.03-1L-02 Preston Central activity centre

as follows
Proposed C199dare

Policy application

This policy applies to the following precincts, as identified on the map in this clause:

- Precinct L: Taunton Avenue East.
- Precinct M: Gower Street South.
- Precinct N: Residential Southeast.
- Precinct O: Residential East.
- Precinct P: Bell Street West, except for:
 - ∴ 1, 2, 1/3, 2/3, 4, 5, 6 Leicester St, Preston.
 - ∴ 422, 430, 434-436, 438, 440, 450-456 Bell Street, Preston.

DAREBIN PLANNING SCHEME

- Precinct Q: Spring Street, except for properties fronting:
 - St Georges Road.
 - The south side of Cramer Street.
 - The north side of Cramer Street between St Georges Road and Bond Street.
 - The south side of Murray Road between St Georges Road and Bond Street.
- Precinct R: William Street except for heritage precincts in HO180 and HO183.
- Precinct S: David Street East.
- Precinct T1: Residential Southwest except for heritage precincts in HO179, HO182 and HO184, and properties fronting Edith Street and 12, 14, 16 Bruce Street.
- Precinct T2: Emery and Donavon Streets.

Objectives

To ensure that use and development within the Preston Central Activity Centre is generally in accordance with the *Preston Central Structure Plan 2006* (as amended).

To protect valued residential character.

To discourage underdevelopment.

StrategiesGeneral

Ensure development contributes to the valued or preferred neighbourhood character.

Encourage the development of underutilised sites and redundant buildings.

Precinct L: Taunton Avenue East

Support higher density residential development.

Encourage development to overlook the rail-side path.

Encourage the use of land adjacent to the railway line for improved open space.

Precinct M: Gower Street South

Encourage higher density apartment buildings.

Precinct N: Residential Southeast

Encourage the setback of the third storeys of new buildings to reduce their visibility from the street.

Encourage rear vehicular access where possible.

Discourage solid high front fences.

Precinct O: Residential East

Encourage higher density apartment buildings.

Precinct P: Bell Street West

Encourage development to have the appearance of a single dwelling at first glance where possible.

Encourage the third storeys of development to be setback to reduce their visibility from the street.

Discourage solid high front fences.

DAREBIN PLANNING SCHEME

Precinct Q: Spring Street

Encourage the third storeys of development to be setback to reduce their visibility from the street.

Discourage solid high front fences.

Precinct R: William Street, Precinct S: David Street East and Precinct T1: Residential Southwest

Respect the existing low rise character of these precincts.

Encourage new medium density development to give the appearance of a single dwelling at first glance.

Discourage solid high front fences.

Precinct T2: Emery and Donavon Streets

Encourage development to have the appearance of a single dwelling at first glance where possible.

Encourage the third storeys of development to be setback to reduce their visibility from the street.

Discourage solid high front fences.

Policy guidelines

Consider as relevant:

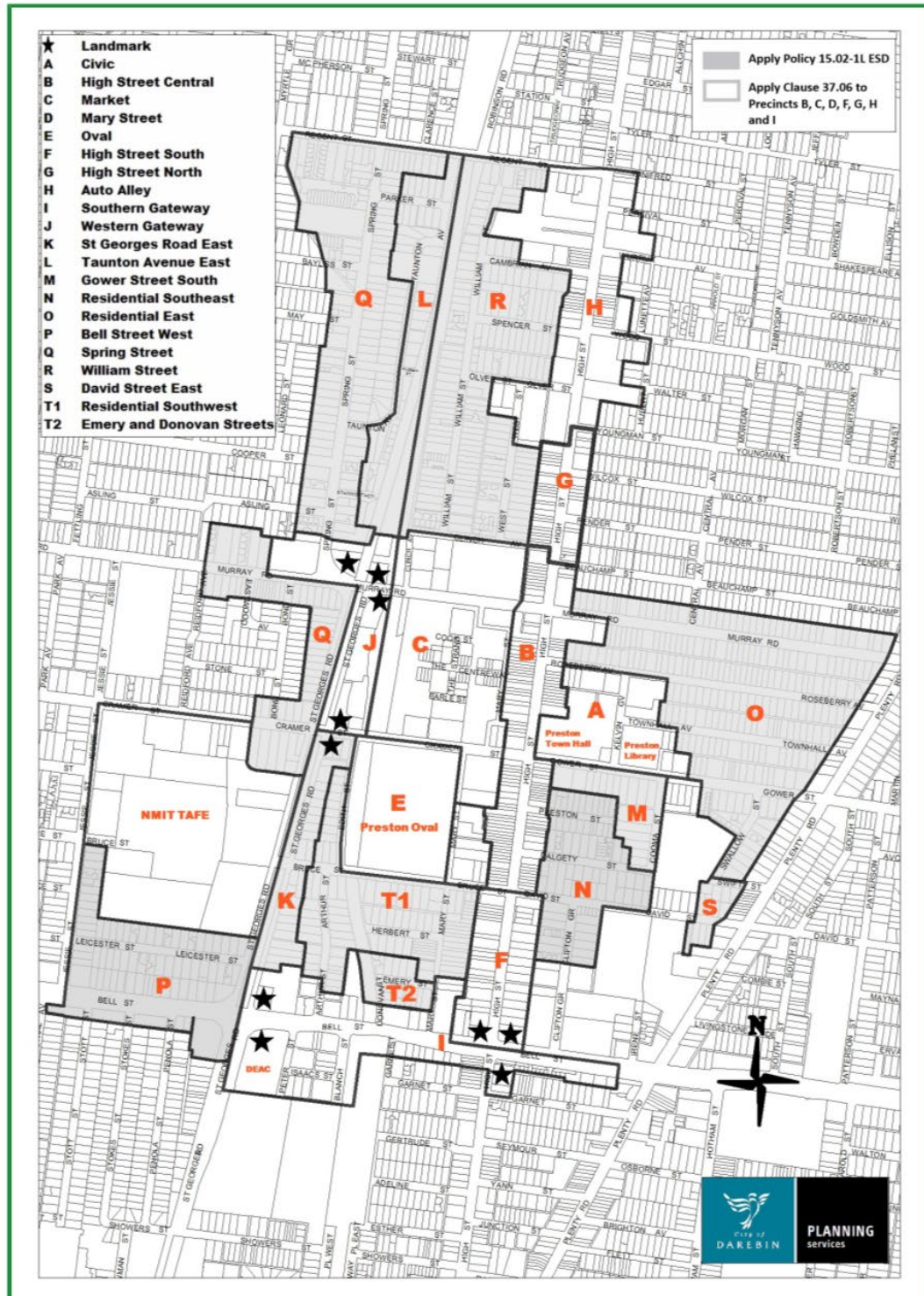
- Encouraging development of the following scale for each precinct:

Precinct	Recommended development scale
M - low-rise buildings	<ul style="list-style-type: none"> ■ Three to four storeys
N - medium density	<ul style="list-style-type: none"> ■ Three storey scale in the form of attached townhouses
O - medium density	<ul style="list-style-type: none"> ■ Three storey scale facing Murray Road and Gower Street ■ Two storey scale elsewhere
P - medium density	<ul style="list-style-type: none"> ■ Two and three storey scale
Q - medium density	<ul style="list-style-type: none"> ■ Two to three storey scale to have the appearance of a single dwelling at first glance where possible
R, S and T1 - low rise character	<ul style="list-style-type: none"> ■ On single lots two storey ■ Setback the second storey to maintain the low-rise scale from the street

DAREBIN PLANNING SCHEME

Precinct	Recommended development scale
T2 - medium density	Three storey scale

Preston Central Activity Centre map



DAREBIN PLANNING SCHEME

11.03-1L-03 Northcote activity centre

as follows
Proposed C199dare

Policy application

This policy applies to all land in the Northcote Activity Centre (NAC) as identified on map in this clause.

Objectives

To reinforce High Street as the core retail and commercial activity spine.

To encourage a diversity of use and development focused around walking, cycling and public transport as the preferred forms of access.

To develop the Northcote Activity Centre as a regional arts, entertainment and culture node.

Strategies**Centre role**

Encourage land use and development that provide for a range of visual arts and live music venues and support services to the arts and design community.

Encourage consolidation of development within the Northcote Activity Centre to promote a walking catchment to economic, transport and community facilities.

Encourage a mix of uses that provide for a range of day and night time activities within a central core.

Encourage convenience retailing, around the intersection of High Street and Separation Street / Arthurton Road.

Support development and redevelopment that encourages pedestrian based activity in and around the High Street and Separation Street / Arthurton Road pedestrian spines.

Minimise amenity impacts and land use conflicts of entertainment and late night uses on residential uses, particularly those located in residential zones.

Support business use at ground level with residential above.

Support opportunities for incorporating mixed use living and work spaces throughout the centre.

Whether development reinforces the existing building forms of Northcote.

Housing

Promote increased housing density in designated areas of moderate and high change.

Encourage a range of housing types and floor plans to maximise housing affordability and accessibility for all members of the community.

Support the provision of social and community-based housing.

Economic development

Encourage the development of office accommodation to complement the core retail area of High Street, particularly on large development sites on Arthurton Road and High Street.

Ensure housing is located in places that can support employment and entertainment activity.

Reinforce High Street as the core retail and commercial activity spine by encouraging:

- A variety of businesses, particularly those that offer quality fresh food, and other convenience household items.
- Convenience retailing from Robbs Parade to the Town Hall, with primary convenience shopping promoted between Robbs Parade and Hawthorn Road.

DAREBIN PLANNING SCHEME

- The addition of a fresh food based supermarket that reinforces and facilitates active frontage.
- Niche retail and entertainment facilities.

Nurture further development of the emerging creative arts sector in an identified Creative Communities Precinct through continued support for arts, design and related small and home-based businesses in new and older adapted buildings.

Support the redevelopment of properties along Helen Street to provide:

- A better interface with the Arthurton Road car park.
- A range of live/work developments.

Transport and access

Improve pedestrian links between Northcote Plaza, High Street and Northcote Station, including through development designed to increase personal safety.

Urban design and car parking

Conserve and incorporate heritage elements into new development where viable.

Ensure development creates human scale spaces that promote incidental interaction, including between neighbours.

Support the provision of off-street car parking associated with new development that is accessible to multiple users as part of a shared use arrangement.

Arthurton Road – Precinct AR

Objective

To provide opportunities for a revitalised office and commercial-based mixed use hub.

Strategies

Encourage a range of uses with a focus on business, employment and mixed use activity, including complementary retail and provision for flexible dwelling floor plans, to support the retail core of High Street.

Central Northcote – Precinct CN

Support an increase in diversity and intensity of use on sites, particularly between Robbs Parade and Separation Street.

Encourage retail and/or business frontage along Separation Street between Northcote Plaza and High Street.

Encourage development to modify the street network to facilitate bus and local vehicle movement through Robbs Parade, between High Street and Northcote Plaza.

High Street North – Precinct HN

Encourage moderate change in this precinct.

Encourage mix of activities supporting the core convenience retail area along High Street.

Support redevelopment with an emphasis on office use, commercial and non core retail use at ground floor level with intensified residential use above.

Croxton - Precinct CR

Support ground floor residential use on the east side of High Street, provided safe and active surveillance can be maintained.

DAREBIN PLANNING SCHEME

Built form

Design development to:

- Provide a clear distinction in built form between other precincts in the Activity Centre and between the Thornbury Activity Centre to the north.
- Allow for the widening of rear laneways to facilitate better service access to the rear of premises.

High Street South – Precinct HS

Support moderate change, and ensure development supports a mix of uses subject to addressing heritage, character and access.

Support new development that reinforces and intensifies the mix of activities along High Street.

Town Hall - Precinct TH

This precinct supports the civic function of the Town Hall and Civic Square and promotes the area as a key destination point.

Significant view lines into and out of this precinct need to be considered in the form and location of any new development.

Creative Communities - Precinct CC

Encourage moderate change in this precinct.

Encourage mixed live/work environments designed for flexibility in use over time.

Retain and conserve the existing building character of the area.

Encourage building form to integrate with adjoining and nearby building forms.

Support development that provides for a new pedestrian link from High Street to Eastment Street.

Encourage development abutting existing laneways to facilitate widening to improve east-west pedestrian links.

Northcote Railway Station – Precinct RS

Retain the use of existing station buildings for railway purposes.

Ensure the open space around the railway station is retained for passive recreation and public use.

Support streetscape works to enhance the station's visual connection to Arthurton Road.

Medium Change Residential – Precinct MCR

Support extensive change whilst remaining principally residential in use in the Medium Change Residential Precinct.

Support discretionary business uses in Dennis Street recognising the interface between core commercial and core residential areas.

Require applications for development to address heritage considerations in writing where relevant.

Encourage redevelopment in specified streets.

Low Change Residential – Precinct LCR

Support business uses that have low amenity impact on residential areas.

Support infill development within low change residential areas.

Support the retention of dwellings of heritage significance that contribute to the valued urban character of the area.

Ensure that new development respects the character of the area.

DAREBIN PLANNING SCHEME

Policy guideline

Consider as relevant:

- *The Northcote Activity Centre Structure Plan (Ecologically Sustainable Design and Alpha Plan, 2007) when assessing land use and development proposals in the Northcote Activity Centre.*

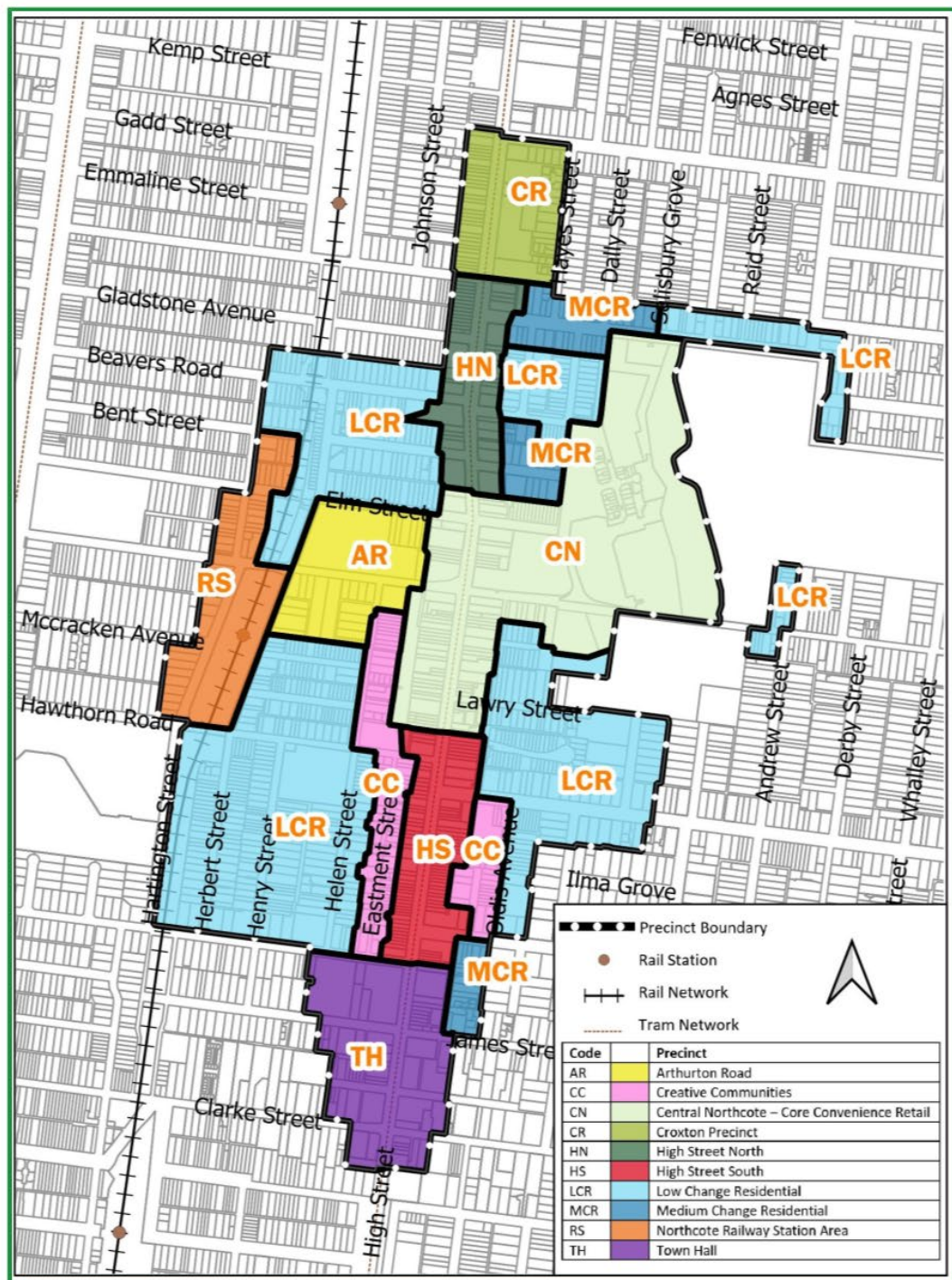
Policy documents

Consider as relevant:

- *Northcote Activity Centre Structure Plan (Ecologically Sustainable Design and Alpha Plan, 2007)*
- *High Street Urban Design Framework (David Lock Associates and Planisphere, 2005)*
- *High Street Study Precinct Guidelines Towards a Sustainable Spine for Darebin (David Lock Associates and Planisphere, 2005)*

DAREBIN PLANNING SCHEME

Northcote Activity Centre Map



11.03-2S

04/05/2022
VC210

Growth areas

Objective

To locate urban growth close to transport corridors and services and provide efficient and effective infrastructure to create sustainability benefits while protecting primary production, major sources of raw materials and valued environmental areas.

DAREBIN PLANNING SCHEME

Strategies

Concentrate urban expansion into growth areas that are served by high-capacity public transport.

Implement the strategic directions in the Growth Area Framework Plans.

Encourage average overall residential densities in the growth areas of a minimum of 15 dwellings per net developable hectare, and over time, seek an overall increase in residential densities to more than 20 dwellings per net developable hectare.

Deliver timely and adequate provision of public transport and local and regional infrastructure and services, in line with a preferred sequence of land release.

Provide for significant amounts of local employment opportunities and in some areas, provide large scale industrial or other more regional employment generators.

Create a network of mixed-use activity centres that are high quality, well designed and create a sense of place.

Provide a diversity of housing type and distribution.

Retain unique characteristics of established areas impacted by growth.

Protect and manage natural resources and areas of heritage, cultural and environmental significance.

Create well planned, easy to maintain and safe streets and neighbourhoods that reduce opportunities for crime, improve perceptions of safety and increase levels of community participation.

Develop Growth Area Framework Plans that will:

- Include objectives for each growth area.
- Identify the long term pattern of urban growth.
- Identify the location of broad urban development types, for example activity centre, residential, employment, freight centres and mixed use employment.
- Identify the boundaries of individual communities, landscape values and, as appropriate, the need for discrete urban breaks and how land uses in these breaks will be managed.
- Identify transport networks and options for investigation, such as future railway lines and stations, freight activity centres, freeways and arterial roads.
- Identify the location of open space to be retained for recreation, and/or biodiversity protection and/or flood risk reduction purposes guided and directed by regional biodiversity conservation strategies.
- Show significant waterways as opportunities for creating linear trails, along with areas required to be retained for biodiversity protection and/or flood risk reduction purposes.
- Identify appropriate uses for constrained areas, including quarry buffers.

Develop precinct structure plans consistent with the *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021) approved by the Minister for Planning to:

- Establish a sense of place and community.
- Create greater housing choice, diversity and affordable places to live.
- Create highly accessible and vibrant activity centres.
- Provide for local employment and business activity.
- Provide better transport choices.
- Respond to climate change and increase environmental sustainability.
- Deliver accessible, integrated and adaptable community infrastructure.

DAREBIN PLANNING SCHEME

Policy documents

Consider as relevant:

- Any applicable Growth Area Framework Plans (Department of Sustainability and Environment, 2006)
- *Precinct Structure Planning Guidelines* (Victorian Planning Authority, 2021)
- *Ministerial Direction No. 12 – Urban Growth Areas*

DAREBIN PLANNING SCHEME

11.03-3S31/07/2018
VC148**Peri-urban areas****Objective**

To manage growth in peri-urban areas to protect and enhance their identified valued attributes.

Strategies

Identify and protect areas that are strategically important for the environment, biodiversity, landscape, open space, water, agriculture, energy, recreation, tourism, environment, cultural heritage, infrastructure, extractive and other natural resources.

Provide for development in established settlements that have capacity for growth having regard to complex ecosystems, landscapes, agricultural and recreational activities including in Warragul-Drouin, Bacchus Marsh, Torquay-Jan Juc, Gisborne, Kyneton, Wonthaggi, Kilmore, Broadford, Seymour and Ballan and other towns identified by Regional Growth Plans as having potential for growth.

Establish growth boundaries for peri-urban towns to avoid urban sprawl and protect agricultural land and environmental assets.

Enhance the character, identity, attractiveness and amenity of peri-urban towns.

Prevent dispersed settlement and provide for non-urban breaks between urban areas.

Ensure development is linked to the timely and viable provision of physical and social infrastructure.

Improve connections to regional and metropolitan transport services.

DAREBIN PLANNING SCHEME

11.03-4S20/03/2023
VC229**Coastal settlement****Objective**

To plan for sustainable coastal development.

Strategies

Plan and manage coastal population growth and increased visitation so that impacts do not cause unsustainable use of coastal resources.

Support a network of diverse coastal settlements that provide for a broad range of housing types, economic opportunities and services.

Identify a clear settlement boundary around coastal settlements to ensure that growth in coastal areas is planned and coastal values are protected. Where no settlement boundary is identified, the extent of a settlement is defined by the extent of existing urban zoned land and any land identified on a plan in the planning scheme for future urban settlement.

Minimise linear urban sprawl along the coastal edge and ribbon development in rural landscapes.

Protect areas between settlements for non-urban use.

Limit development in identified coastal hazard areas, on ridgelines, primary coastal dune systems, shorelines of estuaries, wetlands and low-lying coastal areas, or where coastal processes may be detrimentally impacted.

Encourage the restructure of old and inappropriate subdivisions to reduce development impacts on the environment.

Ensure a sustainable water supply, stormwater management and sewerage treatment for all development.

Minimise the quantity and enhance the quality of stormwater discharge from new development into the ocean, bays and estuaries.

Prevent the development of new residential canal estates.

Policy documents

Consider as relevant:

- *G21 Regional Growth Plan* (Geelong Region Alliance, 2013)
- *Gippsland Regional Growth Plan* (Victorian Government, 2014)
- *Great South Coast Regional Growth Plan* (Victorian Government, 2014)
- *Marine and Coastal Policy* (Department of Environment, Land, Water and Planning, 2020)
- *Marine and Coastal Strategy* (Department of Environment, Land, Water and Planning, 2022)
- *Siting and Design Guidelines for Structures on the Victorian Coast* (Department of Environment, Land, Water and Planning, 2020)

DAREBIN PLANNING SCHEME

11.03-5S30/04/2021
VC185**Distinctive areas and landscapes****Objective**

To recognise the importance of distinctive areas and landscapes to the people of Victoria and protect and enhance the valued attributes of identified or declared distinctive areas and landscapes.

Strategies

Recognise the unique features and special characteristics of these areas and landscapes.

Implement the strategic directions of approved Localised Planning Statements and Statements of Planning Policy.

Integrate policy development, implementation and decision-making for declared areas under Statements of Planning policy.

Recognise the important role these areas play in the state as tourist destinations.

Protect the identified key values and activities of these areas.

Enhance conservation of the environment, including the unique habitats, ecosystems and biodiversity of these areas.

Support use and development where it enhances the valued characteristics of these areas.

Avoid use and development that could undermine the long-term natural or non-urban use of land in these areas.

Protect areas that are important for food production.

Policy documents

Consider as relevant:

- *Bellarine Peninsula Localised Planning Statement* (Victorian Government, 2015)
- *Macedon Ranges Statement of Planning Policy* (Victorian Government, 2019)
- *Mornington Peninsula Localised Planning Statement* (Victorian Government, 2014)
- *Yarra Ranges Localised Planning Statement* (Victorian Government, 2017)

DAREBIN PLANNING SCHEME

11.03-6S

31/07/2018
VC148

Regional and local places**Objective**

To facilitate integrated place-based planning.

Strategies

Integrate relevant planning considerations to provide specific direction for the planning of sites, places, neighbourhoods and towns.

Consider the distinctive characteristics and needs of regional and local places in planning for future land use and development.

DAREBIN PLANNING SCHEME

11.03-6L-01 The Junction

as follows
Proposed C199dare

Policy application

This policy applies to all land located in and around the intersections of High Street, Plenty Road and Bell Street, Preston, generally known as “The Junction” and shown in the Junction Framework Plan.

Objective

Ensure development along High Street and Plenty Road are designed to provide a positive interface with the public realm.

Strategies

Enhance the commercial spine along High Street and Plenty Road by encouraging a mix of uses and creating a sense of place.

Improve the safety and amenity of High Street and Plenty Road by creating an attractive pedestrian environment.

Improve pedestrian linkages between The Junction and the High Street shops south of Dundas Street and north of Bell Street.

Ensure east-west pedestrian and bicycle connections are provided through strategic sites between Plenty Road and High Street south of Raglan Street to achieve a fine-grained pedestrian network and increase access to public transport.

Support the revitalisation of The Junction – South Preston and Oakover Village precincts for a range of commercial and residential development.

Increase the provision of canopy vegetation towards Plenty Road and High Street on development sites.

Encourage the redevelopment of underutilised and redundant industrial sites for commercial, and higher density residential purposes.

Consolidate and improve the amenity of residential areas and ensure development does not unreasonably impact upon the amenity of existing residences.

Improve safety, amenity and surveillance of the Bell Street Railway Station and pedestrian linkages to and from the station through building design that promotes passive surveillance.

Ensure that development does not compromise the ability for future adjoining buildings to gain access to daylight at the lower levels.

Support development that improves the intersection of Miller, Dundas, High and Plenty Road as a gateway to The Junction area to foster a sense of arrival through landscaping of public spaces and public art.

Encourage tree planting within property setbacks to introduce some softness into the streetscape without compromising safety.

Discourage development that introduces visual clutter into the streetscape.

Encourage active frontages overlooking Bell Railway Station.

Policy document

Consider as relevant:

- *The Plenty Road Integrated Land Use and Transport Study* (Darebin City Council, 2013)

DAREBIN PLANNING SCHEME

Junction framework plan



11.03-6L-02 High Street Corridor

Proposed C199dare

Policy application

This policy applies to land located along the High Street corridor from Merri Creek, Westgarth to Wild and Mason Streets, Regent, as shown on Maps 1A, 1B and 1C. It excludes the Northcote Activity Centre Local Policy Area.

DAREBIN PLANNING SCHEME

Strategies

Protect key public views and vistas:

- From All Nations Park.
- To the Northcote Town Hall from 'Y on High'.
- To the central city skyline from Ruckers Hill.

Strengthen the core retail function of the designated activity centres along High Street.

Protect the amenity of residential land adjacent to commercial land.

Improve the accessibility and amenity of High Street properties by progressively widening rear laneways.

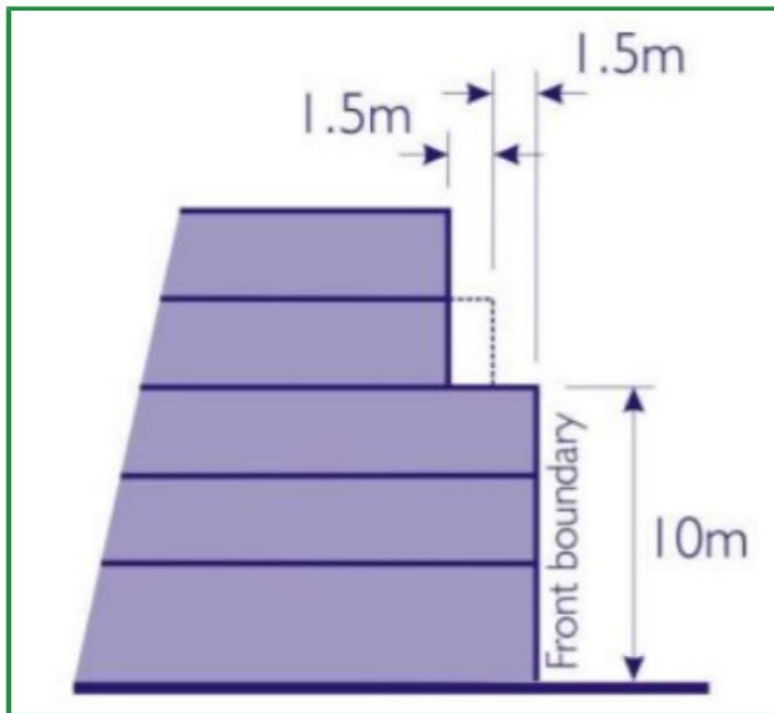
Policy guidelines

Consider as relevant:

- Facilitating a laneway widening of 6 metres where vehicular access to a site is obtained by a laneway.
- Maintaining a street wall height of 8-10 metres with upper levels set back on buildings with a street frontage by a minimum of 1.5 metres from the front boundary per floor.

Diagram 1 – Setbacks from the front boundary

Diagram 1 illustrates the requirement for buildings to be built to the front boundary up to a height of between 8 and 10 metres above ground level and then set back a minimum of 1.5 metres from the front boundary per floor.



- Where preferred building height is expressed as a number of storeys, the preferred maximum height for:

DAREBIN PLANNING SCHEME

- ∴ A ground floor storey is 4 metres.
- ∴ Storeys above the ground floor is 3 metres.
- Providing a rear setback adjacent to residential properties in accordance with the diagrams below.

Diagram 2 – Side-on residential properties separated by a laneway

Diagram 2 applies where the adjoining residential property fronts at right angles to the properties fronting High Street and where a laneway separates the properties. (Where laneways are widened, the rear setbacks apply to the original boundary).

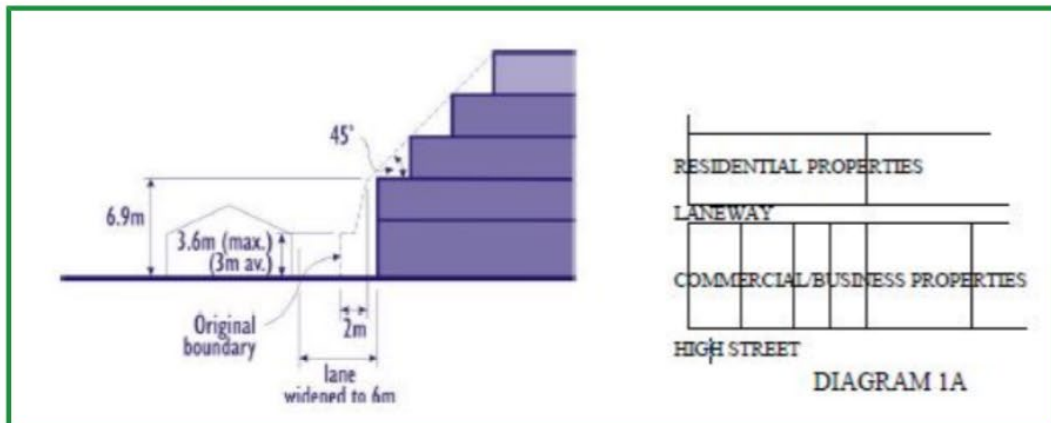


Diagram 3 – Side-on residential properties not separated by a laneway

Diagram 3 applies where the adjoining residential property fronts at right angles to the properties fronting High Street, where there is no laneway separating the properties.

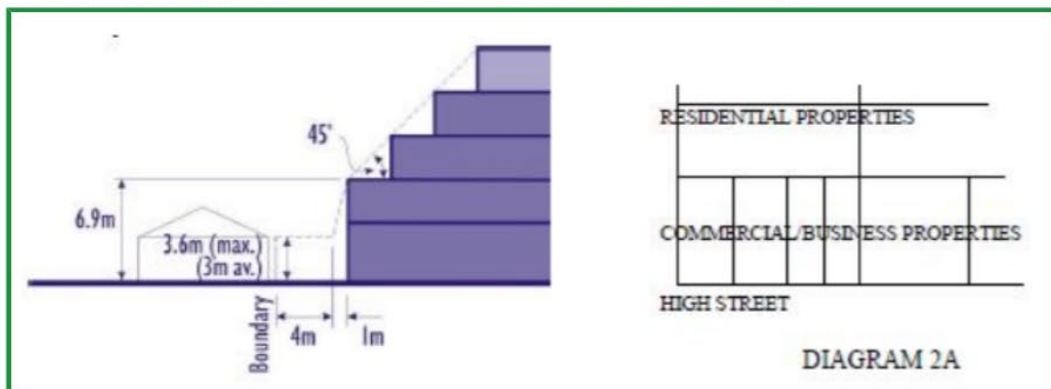


Diagram 4 – End-on residential properties separated by a laneway

Diagram 4 applies where the adjoining residential property has frontage to a street parallel to High Street, where a laneway separates the properties. (Where laneways are widened, the rear setbacks apply to the original boundary).

DAREBIN PLANNING SCHEME

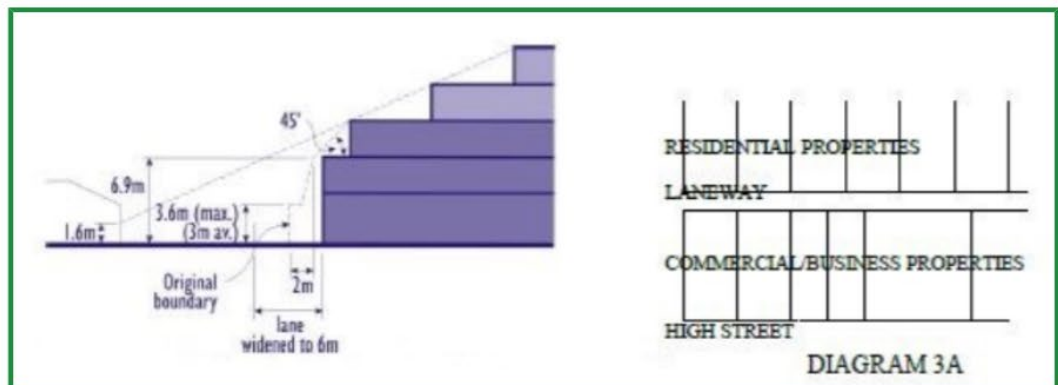
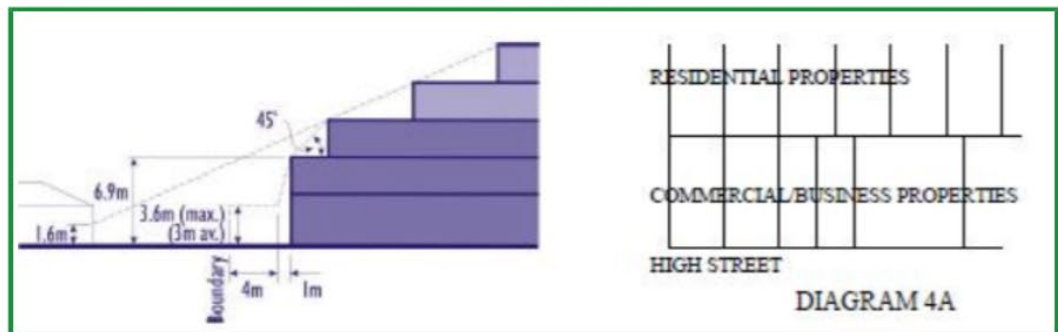


Diagram 5 – End-on residential properties not separated by a laneway

Diagram 5 applies where the adjoining residential property has frontage to a street parallel to High Street, where there is no laneway separating the properties.



Policy document

Consider as relevant:

- *High Street Study Urban Design Framework* (David Lock Associates & Planisphere, 2005)

Precinct 1: Westgarth South

Strategies

To retain the predominantly low-rise residential, historically significant built form character and streetscape.

Encourage the redevelopment of the industrial sites on the eastern side of High Street between Walker and Cunningham Streets (Nos. 18-36 High Street, Westgarth) for a mix of commercial and residential uses with active frontages particularly at ground level, within the existing buildings or in new buildings of a similar form.

Encourage the redevelopment of the Walker Street public housing site on the west side of High Street in accordance with DPO13.

Policy guidelines

Consider as relevant:

- Designing buildings to be built to the front boundary.
- Discouraging under-croft parking at the front of the building on the eastern side of High Street between Cunningham and Walker Streets (Nos.18-36 High Street, Westgarth).
- Providing for building heights that exceed existing building heights by up to 7 metres, subject to:

DAREBIN PLANNING SCHEME

- ∴ Additional storeys being set back from the ground floor frontage.
- ∴ Use of techniques (such as contrasting external wall materials) to make added storeys visually recessive.

Precinct 2: Westgarth Central

Strategies

Retain and enhance the mix of small-scale cinemas, local convenience retail, restaurants and specialty retail uses in narrow fronted premises.

Encourage the development of small-scale residential development above or behind business premises.

Ensure that the visual impact of development behind or above existing buildings is minimised by appropriate setbacks and height.

Encourage low-rise development on larger lots north of Candy Street and at the corner of High Street and Westgarth Street to:

- Provide anchor attractions and residential accommodation.
- Respect the low scale heritage context.
- Express the entry to the centre.

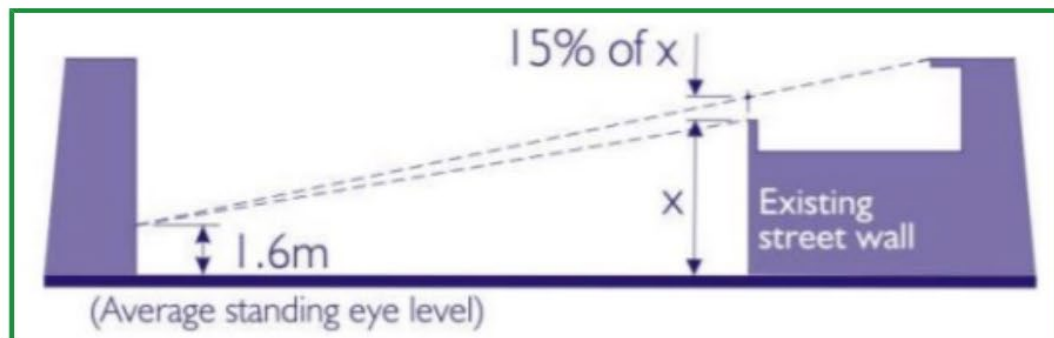
Ensure that primary pedestrian access to development is provided from High Street.

Policy guidelines

Consider as relevant:

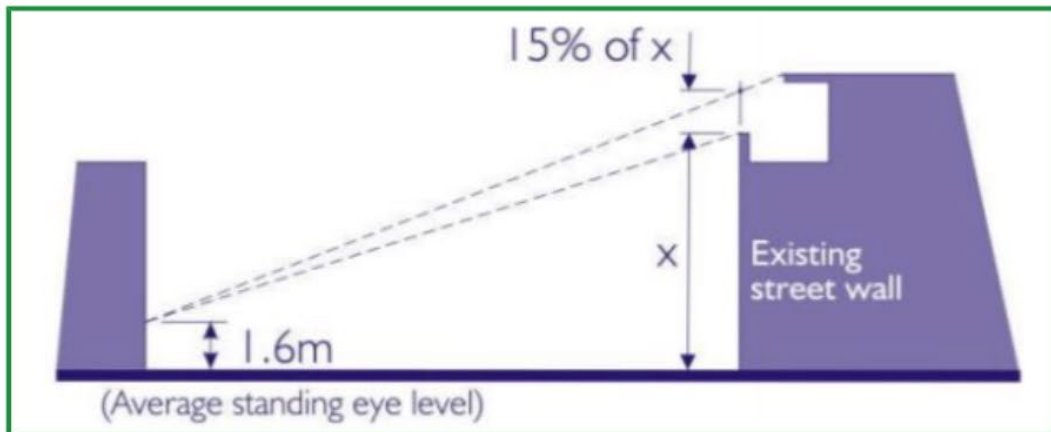
- Ensuring that new buildings or extensions (other than sites identified below):
 - ∴ Do not exceed one level above existing building floor levels.
 - ∴ Any part of the building above the existing front façade height is to be set back behind the façade so that it does not extend more than 15% above the apparent front wall height when viewed from the footpath opposite the site in High Street.
- Designing and siting any replacement building that extends across two or more lots to appear as multiple buildings of typical frontage width.

Diagram 6 –Shop-top development - Front setback above 1-storey



DAREBIN PLANNING SCHEME

Diagram 7 –Shop-top development - Front setback above 2-storey



- Ensuring new buildings on land north of Candy Street or at the corner of High and Westgarth Streets (Nos. 54 and 106-118 High Street, Westgarth) do not exceed 3 storeys, except that non-habitable architectural elements which may extend by up to a further 3.5 metres.
- Ensuring buildings over 8 metres in height:
 - ∴ Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - ∴ Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 3: Westgarth North

Strategy

Retain and enhance the prominence of the historic cable tram ramp landscape including the drinking fountain, western brick parapet, tramway overhead stanchions and rows of elms and peppercorn trees.

Precinct 4: Croxton

Strategies

Encourage the redevelopment of the Croxton area for ground floor showroom uses, with residential uses primarily above and behind.

Provide for office uses at ground floor level.

Discourage small scale retail uses, other than to accommodate future demand for expansion of the Thornbury shopping centre, or to provide small scale convenience shops that serve the immediate locality.

Preserve the existing views to the horizon from the All Nations Park hilltop to the northwest.

Protect the view of the Northcote Town Hall from ‘Y on High’ (the junction of High Street, Plenty Road, Miller Street and Dundas Street.)

Policy guidelines

Consider as relevant:

- Ensuring buildings do not exceed 5 storeys or the height of the existing building on the site (whichever is greater) with the maximum height to be determined by the maintenance of the view corridor to the horizon from All Nations Park hilltop.
- Ensuring buildings over 8 metres in height:

DAREBIN PLANNING SCHEME

- .. Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front building face per floor.
- .. Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 5: Thornbury Village

Strategies

Enhance and support the role and viability of the centre in providing local convenience and comparison retailing, service and office uses.

Retain and enhance the low scale Victorian and Edwardian buildings on traditional narrow fronted lots on the west side and north of Normanby Avenue.

Encourage the development of small-scale residential development above or behind business premises.

Encourage the redevelopment of sites south of Clarendon Street and immediately north of Clarendon Street on the east side of High Street (Nos. 630-656 and 658-668 High Street and 6 Clarendon Street, Thornbury) for new anchor attractions or residential development in mid to high rise buildings.

Encourage the sensitive reuse of the heritage ‘Browns Motors’ building (No.626-628 High Street, Thornbury).

Policy guidelines

Consider as relevant:

- Designing new buildings or extensions (other than sites identified below):
 - .. Not to exceed two levels above existing building floor levels.
 - .. To build to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
- Designing new developments in the area of the Precinct on the east side of High Street south of Clarendon Street and immediately north of Clarendon Street (Nos. 630-656 and 658-668 High Street and 6 Clarendon Street, Thornbury):
 - .. To gradually increase the height from a maximum of 3 storeys at the eastern boundary to a maximum of 5 storeys along High Street or 6 storeys within 18 metres of the corner of High Street and Clarendon Street along both street frontages.
 - .. To build to the front and side boundaries up to a height of between 8 and 10 metres above ground level along the High Street and Clarendon Street frontages, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - .. To include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 6: Thornbury Central

Strategies

Encourage the redevelopment of this area for ground floor showroom uses and residential uses primarily above and behind.

Provide for office uses at ground floor level.

Discourage small scale retail uses from locating in this area, other than to provide small scale convenience shops that serve the immediate locality.

DAREBIN PLANNING SCHEME

Restrict buildings to 5 storeys.

Policy guidelines

Consider as relevant:

- Ensuring buildings over 8 metres in height:
 - Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 7: Thornbury Junction

Strategies

Encourage offices and showrooms at ground floor level, particularly in the area between Flinders Street and Pender Street on the west side of High Street.

Encourage residential development above and behind commercial premises.

Policy guidelines

Consider as relevant:

- Ensuring new buildings or extensions on narrow allotments:
 - Do not exceed two levels above existing building floor levels.
 - Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
- Ensuring buildings on land with a frontage to High Street greater than 15 metres:
 - Do not exceed 4 storeys or that of the existing building on the site (whichever is greater).
 - Built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 8: Preston South

Strategies

Encourage the substantial development of this area as a major business and community centre for Darebin and the northern region of Melbourne.

Encourage the development of 'landmark' high-rise buildings at the Bell Street intersection.

Encourage provision of an active frontage to High Street with ground floor office and large-format showroom and retail uses, and smaller retail shops.

Encourage upper floors to accommodate office, service business, educational and residential uses.

Encourage the development of Mary Street properties for complementary office or service business uses, with some residential uses above ground level.

Discourage at-grade car parking facilities along frontages to Mary Street and Bruce Street.

Policy guidelines

Consider as relevant:

DAREBIN PLANNING SCHEME

- Designing buildings located at the intersection of High Street and Bell Street (Nos. 225-243 and 196-204 High Street, Preston) not to exceed 8 storeys in height.
- Designing buildings elsewhere in the Precinct:
 - .. Do not to exceed 5 storeys or that of the existing building on the site (whichever is greater).
 - .. To build to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - .. To include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 9: Preston Central**Strategies**

Enhance and consolidate the role of Preston Central Activity Centre, providing a sub-regional retail, service, office, business, entertainment, community service and residential role.

Encourage development that respects the pattern of development and enhances public realm amenity.

Encourage residential development above and behind commercial premises.

Policy guidelines

Consider as relevant:

- Ensuring new buildings or extensions on narrow allotments:
 - .. Do not to exceed two levels above existing building floor levels.
 - .. Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
- Ensuring buildings on land with a frontage to High Street greater than 15 metres:
 - .. Do not to exceed 4 storeys or that of the existing building on the site (whichever is greater).
 - .. Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - .. Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 10: Preston North**Strategy**

Encourage the provision of complementary employment generating activities to support the role of Preston Central, including showrooms and office uses at ground floor and residential uses above.

Policy guidelines

Consider as relevant:

- Designing buildings over 8 metres in height:
 - .. To build to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - .. To include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

DAREBIN PLANNING SCHEME

Precinct 11: Preston 'Auto Alley'**Strategies**

Encourage a mix of car sales and related uses, showrooms, offices and service industry uses.

Encourage development of sites at the southern part of the Precinct to include front setbacks that enhance the appearance and separation of the Precinct from the Preston North Precinct to the south.

Policy guidelines

Consider as relevant:

- Ensuring buildings over 8 metres in height are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
- Designing buildings proposed at 573-603 High Street, Preston to set back 6 metres from the front and incorporate tree planting in the setback area.

Precinct 12: Regent**Strategies**

Encourage a mix of showrooms, offices and service industry uses in the area south of Regent Street and 626 High Street, Preston.

Provide for a mixture of residential and commercial uses in the northern part of the Precinct.

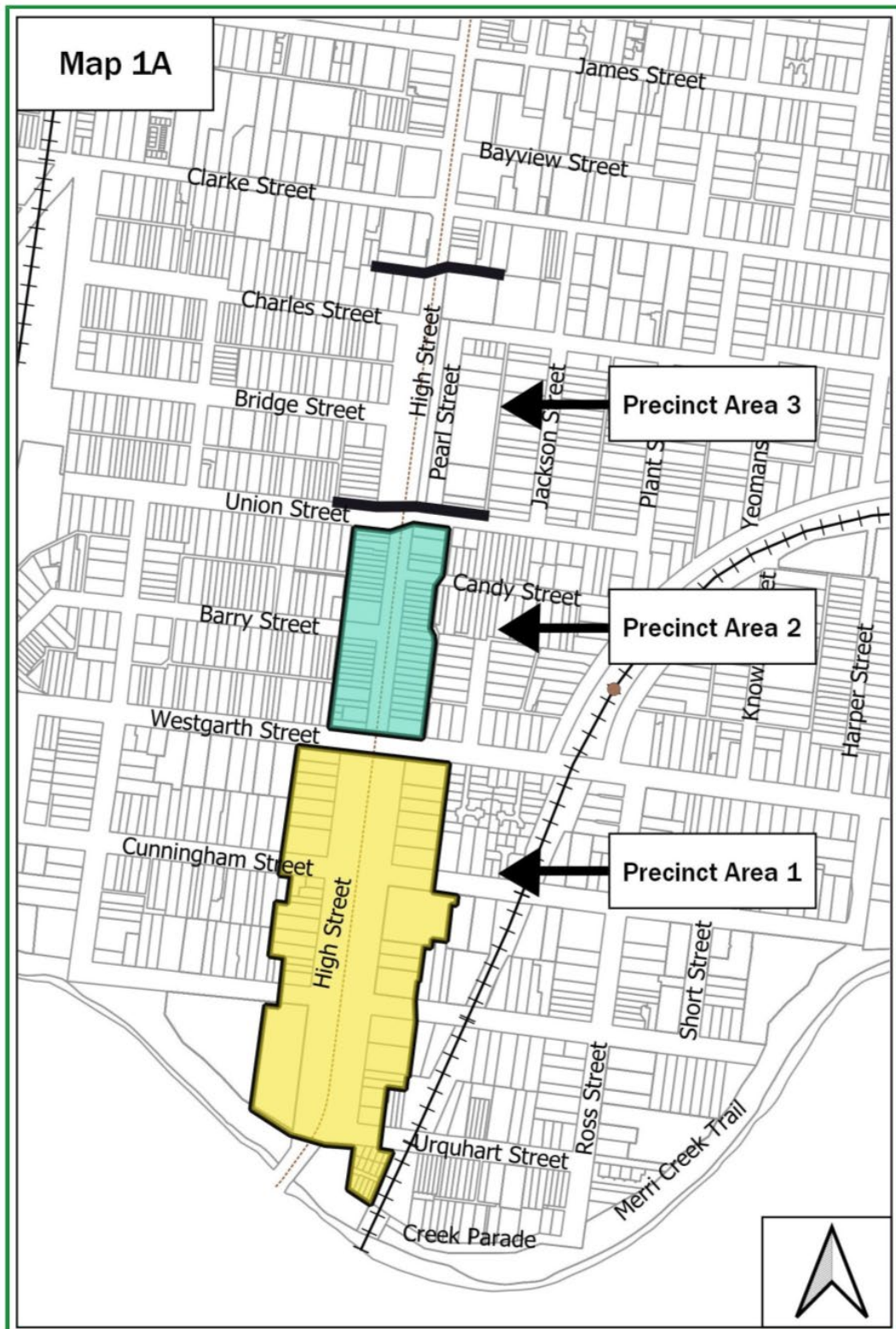
Policy guidelines

Consider as relevant:

- Ensuring buildings over 8 metres in height:
 - ∴ Are built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.
 - ∴ Include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

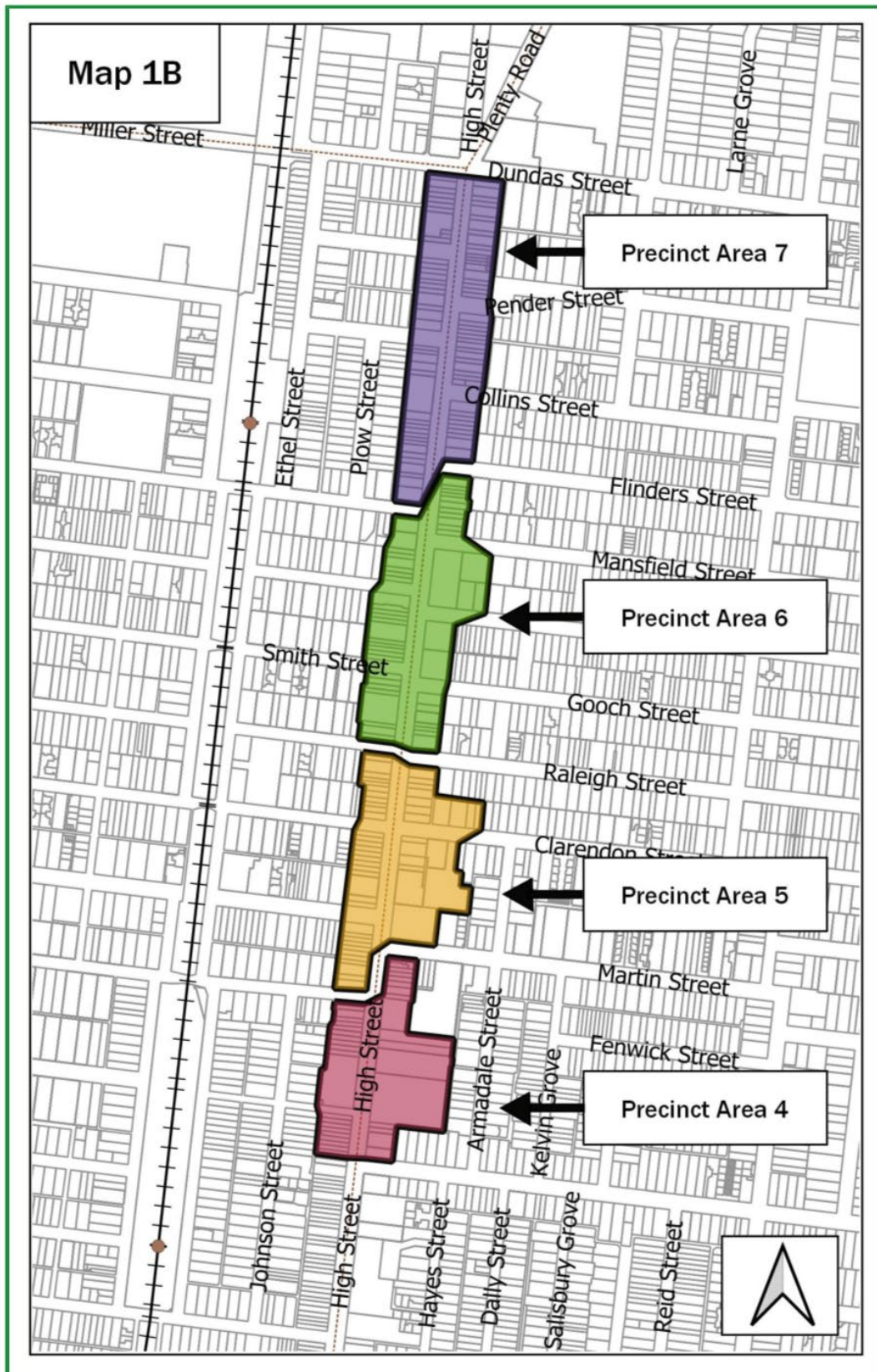
DAREBIN PLANNING SCHEME

Map 1A - Precincts 1 to 3 Creek Parade to Separation Street



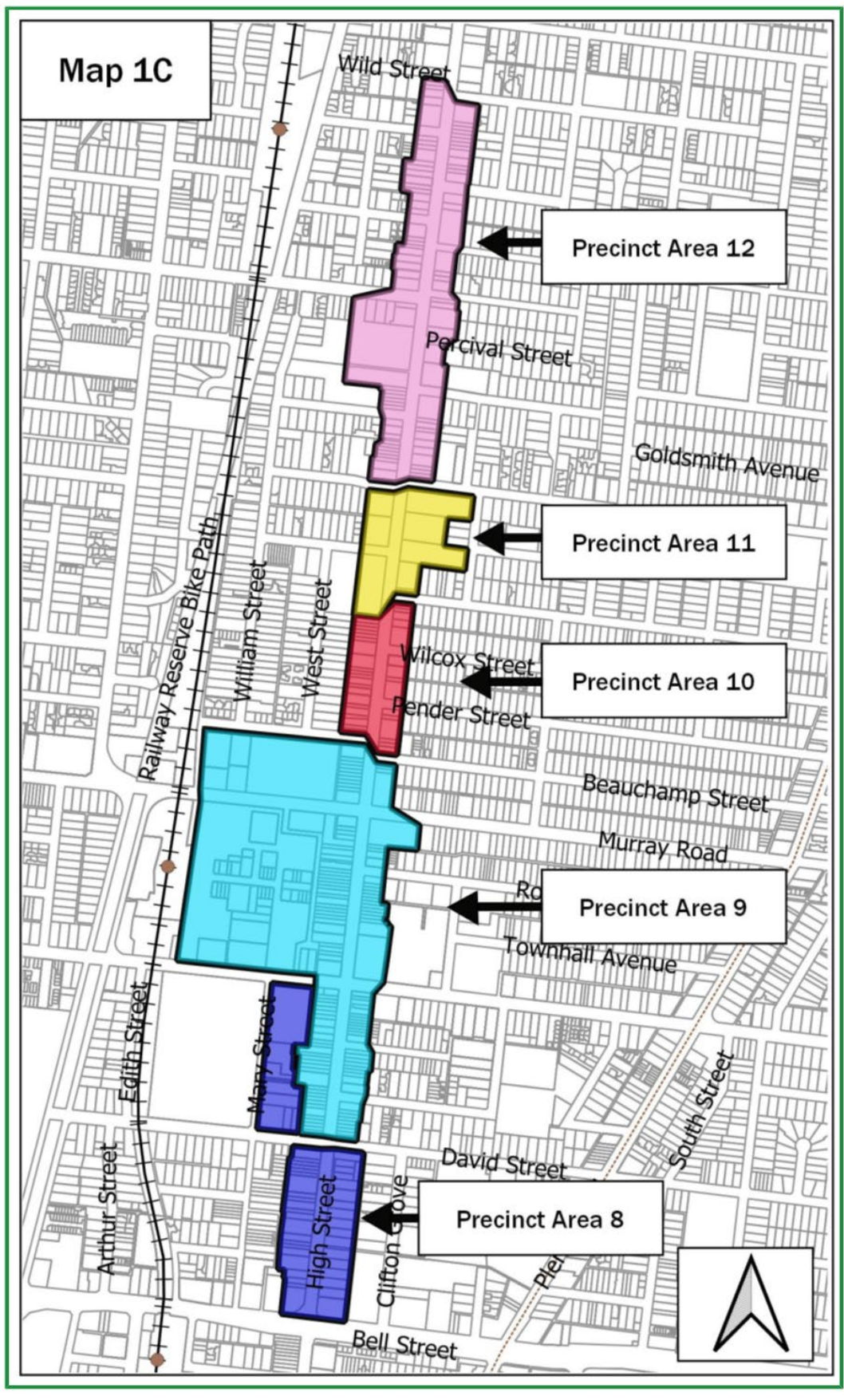
DAREBIN PLANNING SCHEME

Map 1B - Precincts 4 to 7 - Separation Street to Miller Street



DAREBIN PLANNING SCHEME

Map 1C - Precincts 8 to 12 - Bell Street to Wild Street



DAREBIN PLANNING SCHEME

11.03-6L-03 Bell Street

as follows
Proposed C199dare

Policy application

This policy applies to land in Bell Street between:

- James Street and Jessie Street on the north side of Bell Street.
- The Merri Creek and Austral Avenue on the south side of Bell Street.
- Patterson Street and the Darebin Creek on the north side of Bell Street.
- Harold Street and the Darebin Creek on the south side of Bell Street.

as illustrated by Maps 1 and 2 of this Clause.

Objectives

To maintain the residential character of parts of Bell Street.

To encourage the consolidation of Restricted Retail uses west of Albert Street.

Strategies

Maintain land east of Albert Street for industry.

Discourage commercial and industrial uses and encourage a mix of housing types in the General Residential Zone between:

- James Street and Jessie Street on the north side of Bell Street (Map 1, Area A).
- The Merri Creek and Austral Avenue on the south side of Bell Street (Map 1, Area A).
- Patterson Street and O’Keefe Street on the north side of Bell Street (Map 2, Area B).
- Harold Street and Victoria Street on the south side of Bell Street (Map 2, Area B).

Encourage restricted retail uses to locate between:

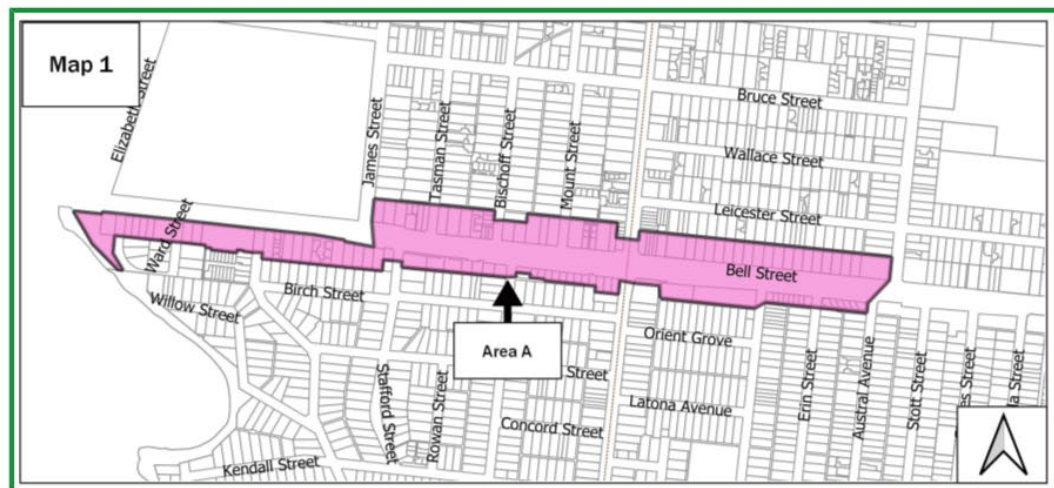
- O’Keefe Street and Albert Street on the north side of Bell Street. (Map 2, Area C)
- Victoria Street and Albert Street on the south side of Bell Street. (Map 2, Area C)

Consolidate the above part of Bell Street (Map 2, Area C) as a bulky goods precinct by encouraging more intensive development of key sites.

For the properties along Bell Street depicted in Map 2, Area D:

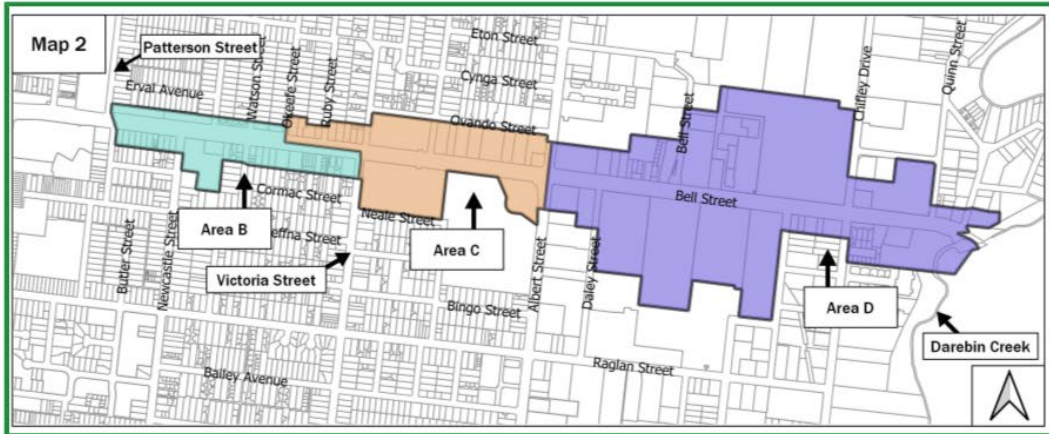
- Encourage the wholesale and distribution, transport and storage and property services sectors.
- Encourage the redevelopment of vacant and under-utilised sites.

Map 1 – James Street to Jessie Street (north side) Merri Creek to Austral Avenue (south side)



DAREBIN PLANNING SCHEME

Map 2 – Patterson Street to Darebin Creek (north side) Harold Street to Darebin Creek (south side)



DAREBIN PLANNING SCHEME

12.01
31/07/2018
VC148

BIODIVERSITY

DAREBIN PLANNING SCHEME

12.01-1S

20/03/2023
VC229

Protection of biodiversity

Objective

To protect and enhance Victoria’s biodiversity.

Strategies

Use biodiversity information to identify important areas of biodiversity, including key habitat for rare or threatened species and communities, and strategically valuable biodiversity sites.

Strategically plan for the protection and conservation of Victoria’s important areas of biodiversity.

Ensure that decision making takes into account the impacts of land use and development on Victoria’s biodiversity, including consideration of:

- Cumulative impacts.
- Fragmentation of habitat.
- The spread of pest plants, animals and pathogens into natural ecosystems.

Avoid impacts of land use and development on important areas of biodiversity.

Consider impacts of any change in land use or development that may affect the biodiversity value of national parks and conservation reserves or nationally and internationally significant sites; including wetlands and wetland wildlife habitat designated under the Convention on Wetlands of International Importance (the Ramsar Convention) and sites utilised by species listed under the Japan-Australia Migratory Birds Agreement (JAMBA), the China-Australia Migratory Birds Agreement (CAMBA), or the Republic of Korea-Australia Migratory Bird Agreement (ROKAMBA).

Assist in the identification, protection and management of important areas of biodiversity.

Assist in the establishment, protection and re-establishment of links between important areas of biodiversity, including through a network of green spaces and large-scale native vegetation corridor projects.

Support land use and development that contributes to protecting and enhancing habitat for indigenous plants and animals in urban areas.

Policy guidelines

Consider as relevant:

- State biodiversity information maintained by the Department of Energy, Environment and Climate Action.

Policy documents

Consider as relevant:

- *Any applicable biodiversity strategies, including the relevant Regional Catchment Strategy (prepared under Part 4 of the Catchment and Land Protection Act 1994)*
- *Biodiversity Conservation Strategy for Melbourne's Growth Corridors* (Department of Environment and Primary Industries, 2013)
- *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017)
- *Protecting Victoria’s Environment – Biodiversity 2037* (Department of Environment, Land, Water and Planning, 2017)
- *Victorian Waterway Management Strategy* (Department of Environment and Primary Industries, 2013)

DAREBIN PLANNING SCHEME

12.01-1L

Proposed C199dare

Biodiversity**Strategies**

Ensure that remnant vegetation is identified and conserved.

Encourage the use of indigenous vegetation and planting on private and public land to increase biodiversity.

Maintain a cohesive network of linked natural spaces and corridors to provide havens and corridors for wildlife and enhance water quality in the creeks.

Manage landscapes in ways that contribute to the creation of a more ecologically sustainable natural environment.

12.01-2S

20/03/2023
VC229

Native vegetation management**Objective**

To ensure that there is no net loss to biodiversity as a result of the removal, destruction or lopping of native vegetation.

Strategies

Ensure decisions that involve, or will lead to, the removal, destruction or lopping of native vegetation, apply the three-step approach in accordance with the *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017):

- Avoid the removal, destruction or lopping of native vegetation.
- Minimise impacts from the removal, destruction or lopping of native vegetation that cannot be avoided.
- Provide an offset to compensate for the biodiversity impact from the removal, destruction or lopping of native vegetation.

Policy guidelines

Consider as relevant:

- State biodiversity information maintained by the Department of Energy, Environment and Climate Action.

Policy documents

Consider as relevant:

- *Guidelines for the removal, destruction or lopping of native vegetation* (Department of Environment, Land, Water and Planning, 2017)
- *Assessor's handbook – applications to remove, destroy or lop native vegetation* (Department of Environment, Land, Water and Planning, 2017)

DAREBIN PLANNING SCHEME

12.03
31/07/2018
VC148

WATER BODIES AND WETLANDS

DAREBIN PLANNING SCHEME

12.03-1S16/12/2022
VC201**River and riparian corridors, waterways, lakes, wetlands and billabongs****Objective**

To protect and enhance waterway systems including river and riparian corridors, waterways, lakes, wetlands and billabongs.

Strategies

Protect the environmental, cultural, landscape values of all waterway systems as significant economic, environmental and cultural assets.

Conserve waterway systems and the landscapes and environmental values surrounding them by protecting ecological values, indigenous vegetation, terrestrial and aquatic habitats and encouraging biodiversity.

Sensitively design and site development to maintain and enhance the waterway system and the surrounding landscape setting, environmental assets, and ecological and hydrological systems.

Address the impacts of use and development on drought and flooding events at a catchment and site scale to protect the health and natural function of waterway systems and their surrounding landscape and environment.

Protect geomorphology, bank stability and flood management capacity to strengthen the environmental value and health of waterway systems by:

- Retaining, enhancing and re-establishing indigenous riparian vegetation along waterway systems, ensuring it responds to the bushfire risk of a location.
- Enhancing and re-establishing both terrestrial and aquatic habitats and their linkages along and surrounding waterway systems.
- Limiting earthworks in proximity to waterway systems to minimise alterations to geomorphology, natural drainage, natural flows and water quality.
- Facilitating the restoration of waterway systems through the removal of weeds, invasive species and pests.

Enhance a sense of place and landscape identity by:

- Conserving areas of identified Victorian Aboriginal cultural heritage significance relating to waterway systems.
- Retaining and re-establishing vegetation, including grasslands and canopy trees, surrounding waterway systems to enhance and connect to the landscape setting, ensuring it responds to the bushfire risk of a location.
- Protecting existing topographic features and maintaining a sense of naturalness through sensitive design and siting.

Retain and enhance the recreation and amenity values along waterway systems by:

- Planning for surrounding green spaces as recreation and tourism resources without adversely impacting environmental values and flood management capacity.
- Protecting and enhancing parklands for their economic, social and environmental values.
- Protecting and enhancing public access to waterway systems and surrounding parklands.
- Enhancing existing and providing new green links, pedestrian and cycle connections and open space.
- Discouraging privatisation of spaces that interface with or provide access to waterway systems.
- Avoiding overshadowing of waterway systems, their banks and adjacent public open space.
- Promoting safety by maximising visibility and passive surveillance and providing good connections and access.

DAREBIN PLANNING SCHEME

Design and site development to maintain and enhance the natural environment of waterway systems by:

- Minimising the visual intrusion of development on the natural landscape views from major roads, bridge crossings, public open space, recreation trails and within waterway systems themselves.
- Ensuring development is visually subordinate to the local landscape setting, including through the use of vegetation to filter views of development.
- Ensuring development adjacent to waterways adopts high quality materials and respectful design and siting.
- Avoiding impeding the natural flow of waterways and future flood events.
- Directing growth to established settlements where water and wastewater can be managed.

Policy guidelines

Consider as relevant:

- Locating earthworks, including dams, a minimum of 30 metres from waterway systems.
- Locating development a minimum of 30 metres from the banks of waterway systems.
- The views of floodplain and waterway managers.
- Any regional catchment strategy and related plans approved under the Catchment and Land Protection Act 1994.

Policy documents

Consider as relevant:

- *Melbourne Water's Guidelines for Approval of Jetties* (Melbourne Water, 2011)
- *Healthy Waterways Strategy* (Melbourne Water, 2018)

DAREBIN PLANNING SCHEME

12.03-1R20/04/2021
VC197**Yarra River protection****Objective**

To maintain and enhance the natural landscape character of the Yarra River corridor.

Strategies

Strengthen the Yarra River's natural environment, heritage and overall health by:

- Protecting, conserving and enhancing areas of Indigenous and non-Indigenous cultural and archaeological significance.
- Protecting the river's riparian vegetation, natural riverbank topography and flood management capacity.
- Ensuring development does not increase the rate or quantity of stormwater, sediment or other pollutants entering the river.
- Protecting and enhancing both terrestrial and aquatic habitats and their linkages along the river corridor.

Promote a sense of place and landscape identity by:

- Retaining a dominant and consistent tree canopy along the river corridor and in its broader landscape setting.
- Ensuring that the appearance of development is subordinate to the local landscape setting, with any views of development being filtered through vegetation.

Retain and enhance people's enjoyment of the river and its environment by:

- Planning for the river and its environs as a recreation and tourism resource.
- Ensuring linkages and public access to the river and its parklands are maintained, enhanced and new links created where appropriate.
- Avoiding overshadowing of the river, its banks and adjacent public open space to ensure that the amenity of the public realm is maintained year-round.

Ensure that development is designed and sited to maintain and enhance the river's secluded and natural environment by:

- Minimising the visual intrusion of development when viewed from major roads, bridge crossings, public open space, recreation trails and the river itself.
- Ensuring that the siting and design of buildings avoids conflicting with the local natural landscape and environmental character.
- Ensuring building height is below the natural tree canopy and all development is set back a minimum of 30 metres from the banks of the river.

Policy documents

Consider as relevant:

- *Middle Yarra River Corridor Study - Recommendations Report* (Department of Environment, Land, Water and Planning, 2016)
- *Lower Yarra River Corridor Study - Recommendations Report* (Department of Environment, Land, Water and Planning, 2016)

DAREBIN PLANNING SCHEME

12.03-1L

Proposed C199dare

Darebin creeks

Policy application

This policy applies to all land shown on the Darebin Creek Character Areas Map forming part of this policy.

Objective

To protect and enhance Darebin’s major creek systems and creek environs as a waterway and open space corridor.

Strategies

Encourage passive surveillance over creek-side environs, particularly around access points to public land and along pedestrian and cycling pathways.

Ensure a consistent and coordinated planning approach to protect and enhance the natural, landscape, cultural and built character of the Darebin Creek and environs.

Ensure that development adjacent to the Darebin and Merri Creeks is sensitive to view lines and natural landscape values and retains and enhances each creek’s environs.

Minimise the effects of development on the aesthetic qualities of the creek side environs.

Ensure public and communal open spaces are designed and located adjacent to the creek environs to maximise the setback to the creek side.

Avoid locating storage and carparking areas adjacent to the creek side, and adequately screen these areas with sufficient landscaping to minimise visibility from the creek corridor.

Limit visibility of buildings from the creek side environs.

Design development to incorporate facades that front the creek.

Design development with materials, colours and textures that enhance the creek side amenity.

Ensure new developments contribute to the desired character of the Darebin Creek environs set out in City of Darebin, Darebin Creek, Design and Development Guidelines, David Lock & Associates, June 2000.

Ensure new roads are designed and sited to:

- Minimise impacts on the environmental qualities of the creek side.
- Enable development to front the creek environs.

Ensure development incorporates landscaping treatments that:

- Protect and enhance the natural character of the creek side.
- Minimise erosion and run off.
- Enhance habitat values.
- Frame buildings in areas where built elements are visually dominant.
- Provide a high standard of environmental amenity for the development site and for creek side users.

Policy document

Consider as relevant:

- *City of Darebin, Darebin Creek, Design and Development Guidelines* (David Lock Associates, June 2000)

DAREBIN PLANNING SCHEME

13.04
31/07/2018
VC148

SOIL DEGRADATION

DAREBIN PLANNING SCHEME

13.04-1S04/05/2022
VC210**Contaminated and potentially contaminated land****Objective**

To ensure that contaminated and potentially contaminated land is used and developed safely.

Strategies

Ensure contaminated or potentially contaminated land is or will be suitable for the proposed use, prior to the commencement of any use or development.

Protect a sensitive use (residential use, childcare centre, kindergarten, pre-school centre, primary school, even if ancillary to another use), children's playground or secondary school from the effects of contamination.

Facilitate the remediation of contaminated land to make the land suitable for future intended use or development.

Policy guideline

Consider as relevant the potential for contamination to impact the proposed use or development through an assessment that is proportionate to the risk, including:

- An assessment in accordance with the *National Environment Protection (Assessment of Site Contamination) Measure* (National Environment Protection Council, 1999)
- A preliminary risk screen assessment or environmental audit under Part 8.3 of the *Environment Protection Act 2017*.

Policy documents

Consider as relevant:

- *Ministerial Direction No. 1 - Potentially Contaminated Land*
- *National Environment Protection (Assessment of Site Contamination) Measure* (National Environment Protection Council, 1999)

DAREBIN PLANNING SCHEME

13.04-1L

Proposed C199dare

Contaminated land**Strategy**

Ensure environmental audits are undertaken, where a sensitive use is proposed on potentially contaminated land.

13.04-2S

31/07/2018
VC148

Erosion and landslip**Objective**

To protect areas prone to erosion, landslip or other land degradation processes.

Strategies

Identify areas subject to erosion or instability in planning schemes and when considering the use and development of land.

Prevent inappropriate development in unstable areas or areas prone to erosion.

Promote vegetation retention, planting and rehabilitation in areas prone to erosion and land instability.

Policy guidelines

Consider as relevant:

- Any applicable regional catchment strategy.
- Any special area plan approved under the *Catchment and Land Protection Act 1994*.

DAREBIN PLANNING SCHEME

13.04-3S31/07/2018
VC148**Salinity****Objective**

To minimise the impact of salinity and rising water tables on land uses, buildings and infrastructure in rural and urban areas and areas of environmental significance and reduce salt load in rivers.

Strategies

Identify areas subject to salinity in the preparation of planning schemes and land use planning decisions.

Promote vegetation retention and replanting in aquifer recharge areas contributing to groundwater salinity problems.

Prevent inappropriate development in areas affected by groundwater salinity.

Policy guidelines

Consider as relevant:

- Any applicable regional catchment strategy and any associated implementation plan or strategy (particularly salinity management plans and regional vegetation plans).
- Any special area plan approved under the *Catchment and Land Protection Act 1994*.

Policy documents

Consider as relevant:

- *Salinity Information Kit: Volume 1 - A Local Government Planning Guide for Dryland Salinity* (Department of Conservation and Natural Resources, 1995)

DAREBIN PLANNING SCHEME

DAREBIN PLANNING SCHEME

13.07
26/05/2020
VC175

AMENITY, HUMAN HEALTH AND SAFETY

DAREBIN PLANNING SCHEME

13.07-1S03/03/2023
VC215**Land use compatibility****Objective**

To protect community amenity, human health and safety while facilitating appropriate commercial, industrial, infrastructure or other uses with potential adverse off-site impacts.

Strategies

- Ensure that use or development of land is compatible with adjoining and nearby land uses
- Avoid locating incompatible uses in areas that may be impacted by adverse off-site impacts from commercial, industrial and other uses.
- Avoid or otherwise minimise adverse off-site impacts from commercial, industrial and other uses through land use separation, siting, building design and operational measures.
- Protect commercial, industrial and other employment generating uses from encroachment by use or development that would compromise the ability of those uses to function safely and effectively.

Policy documents

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013).

DAREBIN PLANNING SCHEME

13.07-1L

Amendments
Proposed C199dare

Amenity impacts of multi residential and mixed use**Strategies**

Ensure privacy screening is designed as a visually cohesive element of the building that prevents overlooking of adjoining secluded private open spaces and provides high level of internal amenity for the development, including:

- Wall and balustrade design and building setbacks that utilise the building below to block downward views.
- Building design and orientation of windows and balconies towards the public realm or within the development site.
- Screening that obscures direct downward views but allows distance views where applicable (e.g. using deep horizontal fixed louvres or fixed planter boxes).

Non-residential use and developments in residential zones to be designed to have minimal negative amenity impacts on the surrounding residential neighbourhood.

Ensure mixed use development provides adequate amenity to residences on the site, minimising the need for screening and limiting unreasonable negative amenity impacts on surrounding residential uses.

Ensure low reflectivity materials are used for external surfaces.

Avoid locating servicing equipment where it will cause a noise nuisance to adjacent properties or to dwellings within the development.

13.07-2S

26/10/2018
VC152

Major hazard facilities**Objective**

To minimise the potential for human and property exposure to risk from incidents that may occur at a major hazard facility and to ensure the ongoing viability of major hazard facilities.

Strategies

Ensure major hazard facilities are sited, designed and operated to minimise risk to surrounding communities and the environment.

Consider the risks associated with increasing the intensity of use and development within the threshold distance of an existing major hazard facility.

Apply appropriate threshold distances from sensitive land uses for new major hazard facilities and between major hazard facilities.

Protect registered or licenced major hazard facilities as defined under Regulation 5 of the Occupational Health and Safety Regulations 2017 from encroachment of sensitive land uses.

DAREBIN PLANNING SCHEME

13.07-3S28/09/2020
VC183**Live music****Objective**

To encourage, create and protect opportunities for the enjoyment of live music.

Strategies

Identify areas where live music venues are encouraged or where there are high concentrations of licensed premises or clusters of live music venues.

Implement measures to ensure live music venues can co-exist with nearby residential and other noise sensitive land uses.

Policy guidelines

Consider as relevant:

- The social, economic and cultural benefits to the community of:
 - Retaining an existing live music venue.
 - The development of new live music entertainment venues.
 - Clustering licensed premises and live music venues.

DAREBIN PLANNING SCHEME

15.01
31/07/2018
VC148

BUILT ENVIRONMENT

DAREBIN PLANNING SCHEME

15.01-1S31/07/2018
VC148**Urban design****Objective**

To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.

Strategies

Require development to respond to its context in terms of character, cultural identity, natural features, surrounding landscape and climate.

Ensure development contributes to community and cultural life by improving the quality of living and working environments, facilitating accessibility and providing for inclusiveness.

Ensure the interface between the private and public realm protects and enhances personal safety.

Ensure development supports public realm amenity and safe access to walking and cycling environments and public transport.

Ensure that the design and location of publicly accessible private spaces, including car parking areas, forecourts and walkways, is of a high standard, creates a safe environment for users and enables easy and efficient use.

Ensure that development provides landscaping that supports the amenity, attractiveness and safety of the public realm.

Ensure that development, including signs, minimises detrimental impacts on amenity, on the natural and built environment and on the safety and efficiency of roads.

Promote good urban design along and abutting transport corridors.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

DAREBIN PLANNING SCHEME

15.01-1R Urban design - Metropolitan Melbourne

31/07/2018
VC148

Objective

To create a distinctive and liveable city with quality design and amenity.

Strategies

Support the creation of well-designed places that are memorable, distinctive and liveable.

Integrate place making practices into road space management.

Strengthen Melbourne's network of boulevards.

Create new boulevards in urban-growth areas and selected existing road corridors across Melbourne.

Provide spaces and facilities that encourage and support the growth and development of Melbourne's cultural precincts and creative industries.

DAREBIN PLANNING SCHEME

15.01-1L-01 Urban design

as follows
Proposed C199dare

Objectives

To encourage distinctive, attractive and engaging places in which to live, visit or work.

Encourage efficient design outcomes that consider the development potential of adjoining sites.

Encourage the consolidation of lots to facilitate better design and amenity outcomes for higher density development in locations where substantial housing change is directed.

Strategies

Minimise impacts of large-scale development on streetscape amenity and pedestrian experience.

Ensure the design of new developments responds to interfaces with the public realm (including parks and open spaces).

Support streetscape upgrades and street tree planting, particularly in areas where Substantial Housing Change is envisaged.

Support location of building mass to facilitate street and rear facing dwellings to promote internal amenity and reduce negative offsite impacts of development.

Ensure service access is provided at the rear of shops and businesses wherever possible, particularly in activity centres and strategic development precincts, to minimise conflicts with pedestrians and other activity along a property frontage.

Ensure retail development incorporates verandahs over footpaths.

Support the design and artistic enhancement of public spaces and the built environment.

Encourage public art projects as part of major developments and precincts.

Design and Materials Strategies

Encourage development that responds to predominant rhythm of the streetscape.

Encourage development with a prominent form on street corners, landmark sites and within activity areas.

Encourage development on street corners, including rear laneways, to be splayed to create open sightlines for pedestrians.

Ensure that new buildings are designed to minimise visual bulk and the 'wedding cake' effect of progressive setbacks to upper levels by providing a strong base at the street edge through a large footprint for the first level and smaller footprint for middle and upper levels.

Encourage facade design that provides passive surveillance of public spaces and internal passageways.

Ensure development retains the development potential of adjoining sites so that equitable access to sunlight is achieved.

Encourage design that avoids, or reduces the visual impact of, blank walls to upper levels of buildings.

Building Height Objectives

Ensure new development responds to open spaces and the scale of buildings on nearby streets.

Protect sunlight access to public spaces.

Building Height Strategies

Ensure building height has regard to:

- site context, including the scale and character of surrounding development and the nature and sensitivity of surrounding land uses;

DAREBIN PLANNING SCHEME

- site characteristics, including area, dimensions, topography, orientation and outlook; and
- the impact on public spaces such as footpaths, squares and parks.

Street Address Objectives

- Promote active building frontages at ground level.
- Enhance streetscapes by maximising opportunities for substantial landscaping within front setbacks.
- Minimise the impact of vehicle access on the pedestrian realm.
- Promote safe neighbourhoods that ensure developments achieve a sense of address.

Street Address Strategies

- Ensure the ground level frontage of a building facing the street provides an active frontage with good visibility and accessibility.
- Ensure mixed-use development provides distinctive visibility and pedestrian accessibility to the residential component.
- Encourage building design that faces adjacent streets and public open spaces.
- Ensure external public and communal spaces provide adequate lighting for safety and visibility from adjacent buildings.
- Ensure mail boxes are located close to the pedestrian entry.
- Encourage deep root planning within front setbacks.

15.01-1L-02 Safe urban environments

Amendments
Proposed C199dare

Objective

To promote safety through well-designed urban environments.

Strategies

- Encourage use and development that incorporates elements that promote safety, such as:
 - .. Clear sightlines.
 - .. Safer movement.
 - .. Passive surveillance.
 - .. Good connectivity and access.
 - .. Uncluttered public spaces and access routes.
 - .. Mixed uses.
 - .. Activities that promote public use.

15.01-1L-03 Signs

Amendments
Proposed C199dare

Objective

To ensure signs are integrated into development and streetscapes.

Strategies

- Design signs to be integrated and visually cohesive elements of the building design.
- Discourage visual clutter and prevent the proliferation of signs along major gateways, road reservations, commercial/retail areas and industrial estates.
- Ensure outdoor signage is located on the land to which it relates.

DAREBIN PLANNING SCHEME

Encourage simple, clear, consistent and non-repetitive advertising.

Ensure signs are designed and located to respect the architectural design of the building on which they are displayed.

15.01-2S

10/06/2022
VC216

Building design

Objective

To achieve building design and siting outcomes that contribute positively to the local context, enhance the public realm and support environmentally sustainable development.

Strategies

Ensure a comprehensive site analysis forms the starting point of the design process and provides the basis for the consideration of height, scale, massing and energy performance of new development.

Ensure development responds and contributes to the strategic and cultural context of its location.

Minimise the detrimental impact of development on neighbouring properties, the public realm and the natural environment.

Improve the energy performance of buildings through siting and design measures that encourage:

- Passive design responses that minimise the need for heating, cooling and lighting.
- On-site renewable energy generation and storage technology.
- Use of low embodied energy materials.

Ensure the layout and design of development supports resource recovery, including separation, storage and collection of waste, mixed recycling, glass, organics and e-waste.

Encourage use of recycled and reusable materials in building construction and undertake adaptive reuse of buildings, where practical.

Encourage water efficiency and the use of rainwater, stormwater and recycled water.

Minimise stormwater discharge through site layout and landscaping measures that support on-site infiltration and stormwater reuse.

Ensure the form, scale, and appearance of development enhances the function and amenity of the public realm.

Ensure buildings and their interface with the public realm support personal safety, perceptions of safety and property security.

Ensure development is designed to protect and enhance valued landmarks, views and vistas.

Ensure development considers and responds to transport movement networks and provides safe access and egress for pedestrians, cyclists and vehicles.

Encourage development to retain existing vegetation.

Ensure development provides landscaping that responds to its site context, enhances the built form, creates safe and attractive spaces and supports cooling and greening of urban areas.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)
- *Waste Management and Recycling in Multi-unit Developments* (Sustainability Victoria, 2019)

DAREBIN PLANNING SCHEME

15.01-2L

Proposed C199dare

Building design

Objective

Facilitate residential and mixed-use developments that display a high standard of design, limit off-site amenity impacts and provide appropriate internal amenity for residents.

Strategies

Ensure buildings at ground level provide active frontages and a high level of pedestrian amenity.

Ensure that land use and development is compatible and appropriately integrated with areas of natural heritage and environmental significance.

Encourage a high standard of design, amenity, and security in commercial office development.

Ensure that multi-level development minimises unreasonable overshadowing and overlooking of residential development.

Ensure adequate provision for ventilation and natural light to habitable rooms and bedrooms, including through light wells.

Ensure windows to apartments are clear to the sky, and not overhung with balconies or other protruding structures, unless the overhang is designed to provide a shading function and avoid excess heat gain.

Discourage apartment design with rooms that rely upon borrowed light, including ‘battle axe’ bedrooms.

Encourage weather protection to private open space and integrate these elements to be visually cohesive elements of the building design.

Encourage communal open spaces be provided for multi dwelling apartment and mixed-use developments to allow for recreational uses such as a garden, courtyard, tables and seating, BBQ facilities and utility uses such as open-air clothes drying.

Support communication devices, cabling, antennas and plant equipment to be integrated into the building design, consolidated and rationalised wherever possible and not visible from the surrounding streets.

Design and Materials Strategies

Encourage building design that uses horizontal banding or building elements to distinguish between levels.

Encourage design that uses structural elements to modulate facades, such as porticos, balconies, verandahs and sun shade devices.

Ensure the use of low maintenance and durable building materials that will minimise the potential for graffiti.

Ensure a domestic design approach in residential areas that provides articulation and visual interest.

Ensure that development fronting the main street in commercial and mixed use zones has ground floor to ceiling heights suitable for commercial use.

Ensure communication equipment and site services, such as utility metres, substations, fire booster and the like be located and designed to minimise visibility from public spaces.

Street address objectives

Encourage opportunities for a variety of land uses in new development, including commercial office space and home offices.

Promote active building frontages at ground level and visual and functional interaction between the footpath and new buildings.

DAREBIN PLANNING SCHEME

Street address strategies

Ensure that development provides a sense of address to residences within mixed use developments.

Ensure development provides continuous weather protection to the footpath in core retail areas and is set back by 750 millimetres from the kerb to avoid interference with vehicles.

Encourage visually interesting interface design between buildings and footpaths.

Ensure a direct line of sight is created between access ways and internal communal spaces.

Ensure any recesses in the ground floor front facade of a building built to the street boundary be no more than 300 millimetres deep and no less than one metre wide.

Ensure ground floor dwellings have front fencing lower than 1.5 metres in height. Any part of the fence over 1.2 metres in height should be semi-transparent.

15.01-2L-01 Environmentally sustainable development

Proposed C199dare

Policy application

This policy applies to residential and non-residential development, excluding subdivision, in accordance with the thresholds detailed in this policy except where an ESD plan or framework has previously been approved by the responsible authority.

Objective

To achieve best practice in environmentally sustainable development from the design stage through to construction and operation.

Strategies

Facilitate development that minimises environmental impacts.

Encourage environmentally sustainable development that:

- Is consistent with the type and scale of the development.
- Responds to site opportunities and constraints.
- Adopts best practice through a combination of methods, processes and locally available technology that demonstrably minimise environmental impacts.

In the context of this policy best practice is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life cycle of the build.

Energy performance

Reduce both energy use and energy peak demand through design measures such as:

- Building orientation.
- Shading to glazed surfaces.
- Optimising glazing to exposed surfaces.
- Inclusion of or space allocation for renewable technologies.

Integrated water management

Reduce total operating potable water use through appropriate design measures such as water efficient fixtures, appliances, equipment, irrigation and landscaping.

Encourage the appropriate use of alternative water sources (including greywater, rainwater and stormwater).

DAREBIN PLANNING SCHEME

Incorporate best practice water sensitive urban design to improve the quality of stormwater runoff and reduce impacts on water systems and water bodies.

Indoor environment quality

Achieve a healthy indoor environment quality, including thermal comfort and access to fresh air and daylight, prioritising passive design over mechanical heating, ventilation, cooling and lighting.

Reduce indoor air pollutants by encouraging use of low-toxicity materials.

Minimise noise levels and noise transfer within and between buildings and associated external areas.

Transport

Design development to promote the use of walking, cycling and public transport, in that order; and minimise car dependency.

Promote the use of low emissions vehicle technologies and supporting infrastructure.

Waste management

Promote waste avoidance, reuse and recycling during the design, construction and operation stages of development.

Encourage use of durable and reusable building materials.

Ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Urban Ecology

Protect and enhance biodiversity by incorporating natural habitats and planting indigenous vegetation.

Reduce urban heat island effects through building design, landscape design, water sensitive urban design and the retention and provision of canopy and significant trees.

Encourage the provision of space for productive gardens, particularly in larger residential developments.

Policy guidelines

Consider as relevant the following:

Accommodation / Mixed Use with residential component

- A Sustainable Design Assessment (including an assessment using BESS, STORM or other methods) for:
 - 3- 9 dwellings.
 - A building used for accommodation other than dwelling with a gross floor area between 100 square metres and 999 square metres.
- Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:
 - 10 or more dwellings; or
 - A building used for accommodation other than dwelling with a gross floor area of more than 1000 square metres.

Non-residential

A Sustainable Design Assessment (including an assessment using BESS and STORM/MUSIC or other methods) for:

DAREBIN PLANNING SCHEME

- A non-residential building with a gross floor area of 100 square metres to 999 square metres.
- Alterations and additions of 100 square meters to 999 square meters.

A Sustainability Management Plan (including an assessment using BESS/Green star, STORM/MUSIC or other methods) and a Green Travel Plan for:

- A non-residential building with a gross floor area of more than 1000 square meters.
- Alterations and additions of more than 1000 square meters.

Mixed use

Applicable assessments for the residential and non-residential components of the development.

Consider as relevant the following tools to support a Sustainable Design Assessment or Sustainability Management Plan:

- *Sustainable Design Assessment in the Planning Process* (IMAP, 2015)
- *Built Environment Sustainability Scorecard 'BESS'* (Council Alliance for a Sustainable Built Environment 'CASBE')
- *Green Star* (Green Building Council of Australia)
- *Model for Urban Stormwater Improvement Conceptualisation 'MUSIC'* (Melbourne Water)
- *Nationwide House Energy Rating Scheme 'NatHERS'* (Department of Climate Change and Energy Efficiency)
- *Stormwater Treatment Objective - Relative Measure 'STORM'* (Melbourne Water)
- *Urban Stormwater Best Practice Environmental Management Guidelines* (Victorian Stormwater Committee, 1999)
- *Waste Management and Recycling in Multi-Unit Developments - Better Practice Guide* (Sustainability Victoria, 2018)

Commencement

This policy does not apply to applications received by the responsible authority before 19 November 2015.

Expiry

This policy will expire when it is superseded by a comparable provision of the Victoria Planning Provisions.

15.01-3S

10/06/2022
VC216

Subdivision design

Objective

To ensure the design of subdivisions achieves attractive, safe, accessible, diverse and sustainable neighbourhoods.

Strategies

In the development of new residential areas and in the redevelopment of existing areas, subdivision should be designed to create liveable and sustainable communities by:

- Creating compact neighbourhoods that have walkable distances between activities.
- Developing activity centres in appropriate locations with a mix of uses and services and access to public transport.
- Creating neighbourhood centres that include services to meet day to day needs.
- Creating urban places with a strong sense of place that are functional, safe and attractive.

DAREBIN PLANNING SCHEME

- Providing a range of lot sizes to suit a variety of dwelling and household types to meet the needs and aspirations of different groups of people.
- Creating landscaped streets and a network of open spaces to meet a variety of needs with links to regional parks where possible.
- Protecting and enhancing habitat for native flora and fauna, and providing opportunities for people to experience nature in urban areas.
- Facilitating an urban structure where neighbourhoods are clustered to support larger activity centres served by high quality public transport.
- Reduce car dependency by allowing for:
 - Convenient and safe public transport.
 - Safe and attractive spaces and networks for walking and cycling.
 - Subdivision layouts that allow easy movement within and between neighbourhoods.
 - A convenient and safe road network.
- Minimising exposure of sensitive uses to air and noise pollution from the transport system.
- Being accessible to people with disabilities.
- Creating an urban structure that:
 - Responds to climate related hazards.
 - Incorporates integrated water management, including sustainable irrigation of open space.
 - Minimises peak demand on the electricity network.
 - Supports energy efficiency and solar energy generation through urban layout and lot orientation.
 - Supports waste minimisation and increased resource recovery.
- Providing utilities and services that support the uptake of renewable energy technologies, such as microgrids and energy storage systems, including batteries.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

DAREBIN PLANNING SCHEME

15.01-4S31/07/2018
VC148**Healthy neighbourhoods****Objective**

To achieve neighbourhoods that foster healthy and active living and community wellbeing.

Strategies

Design neighbourhoods that foster community interaction and make it easy for people of all ages and abilities to live healthy lifestyles and engage in regular physical activity by providing:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

Policy documents

Consider as relevant:

- *Urban Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2017)

DAREBIN PLANNING SCHEME

15.01-4R

31/07/2018
VC148

Healthy neighbourhoods - Metropolitan Melbourne

Strategy

Create a city of 20 minute neighbourhoods, that 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.

DAREBIN PLANNING SCHEME

15.01-5S09/10/2020
VC169**Neighbourhood character****Objective**

To recognise, support and protect neighbourhood character, cultural identity, and sense of place.

Strategies

Support development that respects the existing neighbourhood character or contributes to a preferred neighbourhood character.

Ensure the preferred neighbourhood character is consistent with medium and higher density housing outcomes in areas identified for increased housing.

Ensure development responds to its context and reinforces a sense of place and the valued features and characteristics of the local environment and place by respecting the:

- Pattern of local urban structure and subdivision.
- Underlying natural landscape character and significant vegetation.
- Neighbourhood character values and built form that reflect community identity.

DAREBIN PLANNING SCHEME

15.01-5L

Proposed C199dare

Neighbourhood character in Darebin**Policy application**

This policy applies to applications for development on land in the Neighbourhood Residential Zone and the General Residential Zone that is covered by the Neighbourhood Character Precinct Plan to this clause, excluding all land within:

- Design and Development Overlay – Schedule 3 (DDO3 The Junction).
- Design and Development Overlay – Schedule 16 (DDO16 St Georges Road Corridor).
- Design and Development Overlay – Schedule 17 (DDO17 Plenty Road Corridor).

Strategy

Retain and enhance the identified elements that contribute to the character of a precinct.

Policy guideline

Consider as relevant:

- Supporting development that is consistent with the preferred character statement and design guidelines identified in the *Darebin Neighbourhood Character Study Precinct Guidelines* (Planisphere, 2007).

Policy document

Consider as relevant:

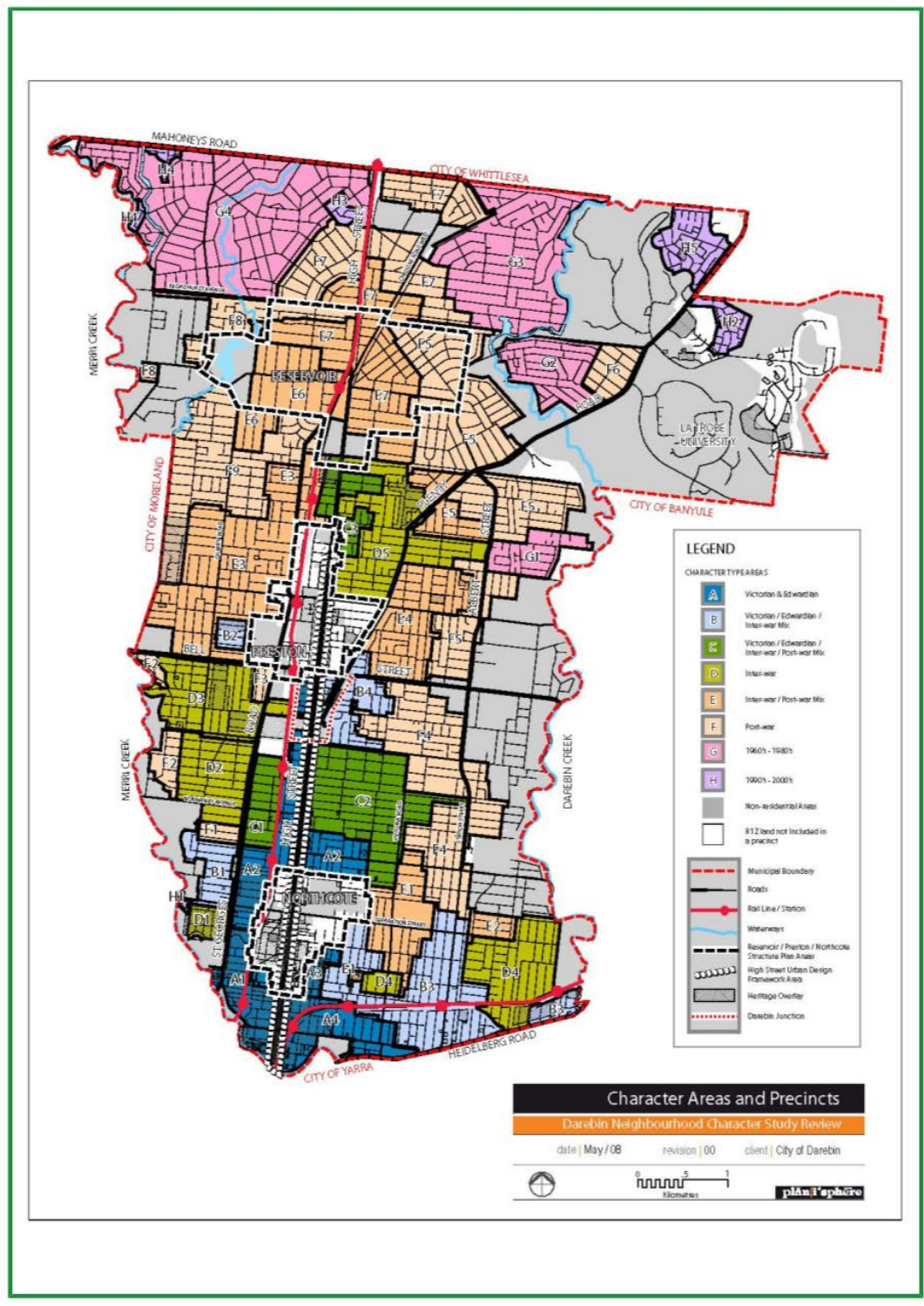
- *Darebin Neighbourhood Character Study* (Planisphere, 2007)
- *Darebin Neighbourhood Character Precinct Guidelines* (Planisphere, 2007)

Expiry

This local policy expires in 3 years from the date of gazettal of Amendment C199dare.

DAREBIN PLANNING SCHEME

Neighbourhood Character Precincts Plan



15.01-6S
 31/07/2018
 VC148

Design for rural areas

Objective

To ensure development respects valued areas of rural character.

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Strategies

Ensure that the siting, scale and appearance of development protects and enhances rural character.

Protect the visual amenity of valued rural landscapes and character areas along township approaches and sensitive tourist routes by ensuring new development is sympathetically located.

Site and design development to minimise visual impacts on surrounding natural scenery and landscape features including ridgelines, hill tops, waterways, lakes and wetlands.

DAREBIN PLANNING SCHEME

15.03
31/07/2018
VC148

HERITAGE

DAREBIN PLANNING SCHEME

15.03-1S26/10/2018
VC155**Heritage conservation****Objective**

To ensure the conservation of places of heritage significance.

Strategies

Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.

Provide for the protection of natural heritage sites and man-made resources.

Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.

Encourage appropriate development that respects places with identified heritage values.

Retain those elements that contribute to the importance of the heritage place.

Encourage the conservation and restoration of contributory elements of a heritage place.

Ensure an appropriate setting and context for heritage places is maintained or enhanced.

Support adaptive reuse of heritage buildings where their use has become redundant.

Consider whether it is appropriate to require the restoration or reconstruction of a heritage building in a Heritage Overlay that has been unlawfully or unintentionally demolished in order to retain or interpret the cultural heritage significance of the building, streetscape or area.

Policy guidelines

Consider as relevant:

- The findings and recommendations of the Victorian Heritage Council.
- The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance, 2013.

DAREBIN PLANNING SCHEME

15.03-1L

Proposed C199dare

Heritage

Strategies

Encourage the retention of any significant original fabric in heritage places.

Discourage demolition or relocation of significant heritage buildings.

Encourage uses of heritage places which respects the heritage significance.

Encourage designs that are sensitive to heritage character.

Policy guidelines

Consider as relevant:

- Any conservation management plan for a heritage place before commencing any works.

15.03-2S

31/07/2018
VC148

Aboriginal cultural heritage

Objective

To ensure the protection and conservation of places of Aboriginal cultural heritage significance.

Strategies

Identify, assess and document places of Aboriginal cultural heritage significance, in consultation with relevant Registered Aboriginal Parties, as a basis for their inclusion in the planning scheme.

Provide for the protection and conservation of pre-contact and post-contact Aboriginal cultural heritage places.

Ensure that permit approvals align with the recommendations of any relevant Cultural Heritage Management Plan approved under the *Aboriginal Heritage Act 2006*.

Policy guidelines

Consider as relevant:

- The findings and recommendations of the Aboriginal Heritage Council.
- The findings and recommendations of the Victorian Heritage Council for post-contact Aboriginal heritage places.

Policy documents

Consider as relevant:

- *Aboriginal Heritage Act 2006*

DAREBIN PLANNING SCHEME

16.01
31/07/2018
VC148

RESIDENTIAL DEVELOPMENT

DAREBIN PLANNING SCHEME

16.01-1S20/12/2021
VC174**Housing supply****Objective**

To facilitate well-located, integrated and diverse housing that meets community needs.

Strategies

Ensure that an appropriate quantity, quality and type of housing is provided, including aged care facilities and other housing suitable for older people, supported accommodation for people with disability, rooming houses, student accommodation and social housing.

Increase the proportion of housing in designated locations in established urban areas (including under-utilised urban land) and reduce the share of new dwellings in greenfield, fringe and dispersed development areas.

Encourage higher density housing development on sites that are well located in relation to jobs, services and public transport.

Identify opportunities for increased residential densities to help consolidate urban areas.

Facilitate diverse housing that offers choice and meets changing household needs by widening housing diversity through a mix of housing types.

Encourage the development of well-designed housing that:

- Provides a high level of internal and external amenity.
- Incorporates universal design and adaptable internal dwelling design.

Support opportunities for a range of income groups to choose housing in well-serviced locations.

Plan for growth areas to provide for a mix of housing types through a variety of lot sizes, including higher housing densities in and around activity centres.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)
- *Apartment Design Guidelines for Victoria* (Department of Environment, Land, Water and Planning, 2021)

DAREBIN PLANNING SCHEME

16.01-1R Housing supply - Metropolitan Melbourne09/10/2020
VC169**Strategies**

Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are:

- In and around the Central City.
- Urban-renewal precincts and sites.
- Areas for residential growth.
- Areas for greyfield renewal, particularly through opportunities for land consolidation.
- Areas designated as National Employment and Innovation Clusters.
- Metropolitan activity centres and major activity centres.
- Neighbourhood activity centres - especially those with good public transport connections.
- Areas near existing and proposed railway stations that can support transit-oriented development.

Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne.

Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.

Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

Allow for a range of minimal, incremental and high change residential areas that balance the need to protect valued areas with the need to ensure choice and growth in housing.

Create mixed-use neighbourhoods at varying densities that offer more choice in housing.

DAREBIN PLANNING SCHEME

16.01-1L-01 Housing growth

as follows
Proposed C199dare

Objective

To facilitate housing development that meets the needs of Darebin's projected population at an appropriate scale and intensity.

Strategies

Encourage housing development in Minimal Housing Change Areas, Incremental Housing Change Areas and Substantial Housing Change Areas as identified in the Strategic Housing Framework Plan to Clause 02.04-2 and in Strategic Opportunity Sites identified in the Darebin Housing Strategy 2013 Darebin City Council, (Revised 2015).

Ensure the scale and intensity of residential growth differ across Substantial Change Areas depending on their strategic capacity to accommodate growth and future housing needs, generally in the following hierarchy:

- Preston Central and Northland East Preston Activity Centres.
- Reservoir and Northcote Activity Centres.
- Neighbourhood Centres.
- Strategic Corridors including Plenty Road and St Georges Road.
- Other substantial change areas as identified in the Strategic Housing Framework Plan to Clause 02.04-2.

Ensure that the design of development provides a sensitive transition at interfaces between Substantial Change and Incremental or Minimal Change Areas, or between Incremental and Minimal Change Areas through:

- Design and layout that avoids unreasonable amenity impacts on adjoining sensitive residential interfaces due to overshadowing, loss of privacy and unreasonable building mass.
- A built form envelope and layout that is responsive to the site orientation and topography.
- A sympathetic response to identified values of any adjoining heritage overlays.

Encourage lot consolidation in Substantial Housing Change Areas to facilitate increased densities, efficient use of land and sustainable design outcomes.

Support low scale medium density housing development that respects existing neighbourhood character in Incremental Housing Change Areas, particularly in areas that are in proximity to shops, facilities, services and transport.

Encourage housing development in the Preston Central, Northland East Preston, Northcote and Reservoir activity centres in accordance with their respective structure plans.

Encourage intensive and innovative housing development to locate within or in proximity to activity centres and in strategic redevelopment precincts such as The Junction – South Preston, Summerhill Village and Oakover Village, in accordance with respective structure plans and precinct plans.

Encourage apartment development in the Northland residential neighbourhood precinct that extends from Murray Road in the Northland East Preston Activity Centre to (and including) Summerhill Road and between the Albert Street corridor and the Darebin Creek.

Encourage housing near retail and employment precincts and above the ground floor level within these precincts.

Encourage greater housing densities and mixed-use development along High Street, Plenty Road, St Georges Road and Bell Street.

Encourage multi-level, mixed use development that contributes to the distinctiveness and positive image of Darebin through:

- Contemporary design.

DAREBIN PLANNING SCHEME

- Interesting architectural form.
- Creative urban design responses.
- Development of landmark buildings.

Ensure new housing is located to facilitate pedestrian access to local services and employment.

Policy guidelines

Consider as relevant:

Strategic Opportunity Sites, as sites suitable for residential and/or mixed use redevelopment at increased densities, to comprise sites that possess the following characteristics:

- Over 1000 square metres in lot size.
- In a zone that permits residential use.
- Not constrained by a Heritage Overlay and/or Minimal Housing Change Area.
- Displaying one or more of the following favourable locational criteria:
 - .. Within 500 metres of train station.
 - .. Within 400 metres of tram route.
 - .. Fronting a strategic corridor (High Street, Bell Street, Plenty Road, Street Georges Road).
 - .. Within a designated activity centre.

16.01-1L-02 Housing diversity

Proposed C199dare

Objective

Ensure that housing diversity is increased to meet the needs of the local community and reflect demographic changes.

Strategies

Promote the consolidation of lots particularly in Substantial Housing Change areas, to enable developments that can accommodate a greater diversity of housing types.

Encourage new residential apartment developments to include a mix of one, two and three bedroom dwellings in a variety of configurations to cater for a variety of household sizes and types.

Encourage a variety of medium density housing types, including villa style housing, townhouses and low scale apartment developments.

Provide residential apartments with a range of living and bedroom configurations.

Encourage major educational institutions to develop on-site student accommodation.

Encourage student accommodation in locations accessible to public transport and within walking distance to La Trobe University and Melbourne Polytechnic.

16.01-1L-03 Dwelling diversity

Proposed C199dare

Objective

Provide a range of dwelling sizes and types, including 3 bedroom units.

Strategies

Provide residential apartments with a range of living and bedroom configurations to promote housing affordability and choice.

DAREBIN PLANNING SCHEME

Encourage a proportion of dwellings to be designed so as to include a living room or bedroom, kitchen, bath or shower and a toilet and wash basin at one level where practicable.

16.01-2S

09/10/2020
VC169

Housing affordability**Objective**

To deliver more affordable housing closer to jobs, transport and services.

Strategies

Improve housing affordability by:

- Ensuring land supply continues to be sufficient to meet demand.
- Increasing choice in housing type, tenure and cost to meet the needs of households as they move through life cycle changes and to support diverse communities.
- Promoting good housing and urban design to minimise negative environmental impacts and keep costs down for residents and the wider community.
- Encouraging a significant proportion of new development to be affordable for households on very low to moderate incomes.

Increase the supply of well-located affordable housing by:

- Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts.
- Ensuring the redevelopment and renewal of public housing stock better meets community needs.

Facilitate the delivery of social housing by identifying surplus government land suitable for housing.

Policy documents

Consider as relevant:

- *Homes for Victorians - Affordability, Access and Choice* (Victorian Government, 2017)

DAREBIN PLANNING SCHEME

16.01-2L Affordable and social housing

Proposed C199dare

Strategies

Encourage the provision of affordable housing development in Substantial Housing Change Areas identified in the Strategic Housing Framework Plan to Clause 02.04-2.

Facilitate the provision of affordable housing in new development.

Support Council-led initiatives that partner with the community housing sector to develop surplus Council land for social housing.

16.01-3S Rural residential development

09/10/2020
VC169

Objective

To identify land suitable for rural residential development.

Strategies

Manage development in rural areas to protect agriculture and avoid inappropriate rural residential development.

Encourage the consolidation of new housing in existing settlements where investment in physical and community infrastructure and services has already been made.

Demonstrate need and identify locations for rural residential development through a housing and settlement strategy.

Ensure planning for rural residential development avoids or significantly reduces adverse economic, social and environmental impacts by:

- Maintaining the long-term sustainable use and management of existing natural resource attributes in activities including agricultural production, water, mineral and energy resources.
- Protecting existing landscape values and environmental qualities such as water quality, native vegetation, biodiversity and habitat.
- Minimising or avoiding property servicing costs carried by local and state governments.
- Maintaining an adequate buffer distance between rural residential development and animal production.

Ensure land is not zoned for rural residential development if it will encroach on high quality productive agricultural land or adversely impact on waterways or other natural resources.

Discourage development of small lots in rural zones for residential use or other incompatible uses.

Encourage consolidation of existing isolated small lots in rural zones.

Ensure land is only zoned for rural residential development where it:

- Is located close to existing towns and urban centres, but not in areas that will be required for fully serviced urban development.
- Can be supplied with electricity, water and good quality road access.

DAREBIN PLANNING SCHEME

16.01-4S04/11/2022
VC226**Community care accommodation****Objective**

To facilitate the establishment of community care accommodation and support their location being kept confidential.

Strategies

Planning schemes should not require a planning permit for or prohibit the use of land in a residential area for community care accommodation provided no more than 20 clients are accommodated and the use is funded by, or carried out by or on behalf of, a government department or public authority, including a public authority established for a public purpose under a Commonwealth Act.

Facilitate the confidential establishment of community care accommodation through appropriate permit, notice and review exemptions.

DAREBIN PLANNING SCHEME

16.01-5S09/10/2020
VC169**Residential aged care facilities****Objective**

To facilitate the development of well-designed and appropriately located residential aged care facilities.

Strategies

Recognise that residential aged care facilities contribute to housing diversity and choice, and are an appropriate use in a residential area.

Recognise that residential aged care facilities are different to dwellings in their purpose and function, and will have a different built form (including height, scale and mass).

Ensure local housing strategies, precinct structure plans and activity centre structure plans provide for residential aged care facilities.

Ensure that residential aged care facilities are located in residential areas, activity centres and urban renewal precincts, close to services and public transport.

Encourage planning for housing that:

- Delivers an adequate supply of land or redevelopment opportunities for residential aged care facilities.
- Enables older people to live in appropriate housing in their local community.

Provide for a mix of housing for older people with appropriate access to care and support services.

Ensure that proposals to establish residential aged care facilities early in the life of a growth area are in locations that will have early access to services and public transport.

Ensure that residential aged care facilities are designed to respond to the site and its context.

Promote a high standard of urban design and architecture in residential aged care facilities.

Policy guidelines

Consider as relevant:

- The Commonwealth Government's Responsible ratios for the provision of aged care places under the *Aged Care Act 1997*.

16.01-5L

Proposed C199dare

Aged care accommodation**Objective**

Encourage the provision of accessible and appropriate housing and accommodation for elderly residents.

Strategies

Encourage and facilitate the provision of different types of aged care accommodation and facilities in areas identified for Substantial and Incremental Housing Change in the Strategic Housing Framework Plan to Clause 02.04-2.

Provide adequate standards of building access to and within multi-level developments especially for the elderly and people with limited mobility.

Encourage the provision of housing that meets or is adaptable to meet the needs of residents with limited mobility and residents ageing in place.

Encourage aged care accommodation to develop in locations of high accessibility including activity centres and locations with convenient access to public transport.

DAREBIN PLANNING SCHEME

17.01
31/07/2018
VC148

EMPLOYMENT

DAREBIN PLANNING SCHEME

17.01-1S31/07/2018
VC148**Diversified economy****Objective**

To strengthen and diversify the economy.

Strategies

Protect and strengthen existing and planned employment areas and plan for new employment areas.

Facilitate regional, cross-border and inter-regional relationships to harness emerging economic opportunities.

Facilitate growth in a range of employment sectors, including health, education, retail, tourism, knowledge industries and professional and technical services based on the emerging and existing strengths of each region.

Improve access to jobs closer to where people live.

Support rural economies to grow and diversify.

DAREBIN PLANNING SCHEME

17.01-1R03/03/2023
VC215**Diversified economy - Metropolitan Melbourne****Strategies**

Support the Central City to become Australia's largest commercial and residential centre by 2050, by planning for office, retail, residential, education, health, entertainment and cultural activity spaces.

Plan for the redevelopment of Major Urban-Renewal Precincts in and around the Central City to deliver high-quality, distinct and diverse neighbourhoods offering a mix of uses.

Facilitate the development of National Employment and Innovation Clusters by ensuring they:

- Have a high level of amenity to attract businesses and workers.
- Are supported by good public transport services and integrated walking and cycling paths.
- Maximise investment opportunities for the location of knowledge intensive firms and jobs.

Support the employment and servicing role of Health and Education Precincts by:

- Focussing on improving access, particularly public transport access.
- Encouraging co-location of facilities to better utilise existing infrastructure.
- Supporting and facilitating growth of associated businesses and industries.
- Reinforcing their specialised economic functions while also providing opportunities for ancillary retail, commercial, accommodation and supporting services.

Support diverse employment generating uses, including offices, innovation and creative industries in identified areas within regionally significant industrial precincts, where compatible with adjacent uses and well connected to transport networks.

Consider how land use change proposals can respond to local and regional employment demand or identify how it can be accommodated elsewhere.

Plan for industrial land in suitable locations to support employment and investment opportunities.

Facilitate investment in Melbourne's outer areas to increase local access to employment.

DAREBIN PLANNING SCHEME

17.01-1L

as follows
Proposed C199dare

Diverse economy**Strategies**

Support the development of businesses in knowledge and advanced manufacturing.

Support land use and development that maximises employment opportunities around La Trobe University.

Encourage use and development that will contribute to the growth of a digital economy.

Support the establishment of business incubators and hubs.

Encourage the re-use of land in underperforming local centres as incubators and locations for small business.

17.01-2S

04/10/2018
VC149

Innovation and research**Objective**

To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Strategies

Encourage the expansion and development of logistics and communications infrastructure.

Support the development of business clusters.

Support the development of enterprise precincts that build the critical mass of employment in an area, leverage the area's public and private sector economic competitive strengths and assets, and cater to a diversity of employment types and scales.

Promote an accessible, well-connected, high-amenity and collaborative physical environment that is conducive to innovation and to creative activities.

Encourage the provision of infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in locations identified to accommodate employment and economic growth.

Support well-located, appropriate and low-cost premises for not-for-profit or start-up enterprises.

Improve access to community-based information and training through further developing libraries as community learning centres.

DAREBIN PLANNING SCHEME

17.02
31/07/2018
VC148

COMMERCIAL

DAREBIN PLANNING SCHEME

17.02-1S31/07/2018
VC148**Business****Objective**

To encourage development that meets the community's needs for retail, entertainment, office and other commercial services.

Strategies

Plan for an adequate supply of commercial land in appropriate locations.

Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.

Locate commercial facilities in existing or planned activity centres.

Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres.

Provide small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

Provide outlets of trade-related goods or services directly serving or ancillary to industry that have adequate on-site car parking.

Locate cinema based entertainment facilities within or on the periphery of existing or planned activity centres.

Apply a five year time limit for commencement to any planning permit for a shopping centre or shopping centre expansion of more than 1000 square metres leasable floor area.

DAREBIN PLANNING SCHEME

17.02-1L

as follows
Proposed C199dare

Commercial areas

Strategies

Support Bulky Goods (i.e. restricted retail land use) clusters at Northland East Preston Activity Centre, along Bell Street Preston between Albert and O’Keefe Streets, and in Plenty Road Bundoora around the intersection with Mt Cooper Drive.

Accommodate smaller restricted retail and trade supplies outlets in parts of Plenty Road, Heidelberg Road and High Street.

Encourage restricted retail as a potential ground floor use in the inter-nodal areas of High Street as specified in relevant local strategies.

Support the local retail and commercial role of the Plenty Road and St Georges Road Strategic Corridors and provide opportunities for improved function.

17.02-2S

31/07/2018
VC148

Out-of-centre development

Objective

To manage out-of-centre development.

Strategies

Discourage proposals for expansion of single use retail, commercial and recreational facilities outside activity centres.

Give preference to locations in or on the border of an activity centre for expansion of single use retail, commercial and recreational facilities.

Discourage large sports and entertainment facilities of metropolitan, state or national significance in out-of-centre locations unless they are on the Principal Public Transport Network and in locations that are highly accessible to their catchment of users.

Ensure that out-of-centre proposals are only considered where the proposed use or development is of net benefit to the community in the region served by the proposal or provides small scale shopping opportunities that meet the needs of local residents and workers in convenient locations.

DAREBIN PLANNING SCHEME

17.03
31/07/2018
VC148

INDUSTRY

DAREBIN PLANNING SCHEME

17.03-1S03/03/2023
VC215**Industrial land supply****Objective**

To ensure availability of land for industry.

Strategies

Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.

Identify land for industrial development in urban growth areas where:

- Good access for employees, freight and road transport is available.
- Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.

Protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.

Preserve locally significant industrial land for industrial or employment generating uses, unless long-term demand for these uses can be demonstrably met elsewhere.

Avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.

Policy documents

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013)

DAREBIN PLANNING SCHEME

17.03-2S03/03/2023
VC215**Sustainable industry****Objective**

To facilitate the sustainable operation of industry.

Strategies

Ensure that industrial activities requiring substantial threshold distances are located in the core of industrial areas.

Encourage activities with minimal threshold requirements to locate towards the perimeter of the industrial area.

Minimise inter-industry conflict and encourage like industries to locate within the same area.

Protect industrial activity in industrial zones from the encroachment of commercial, residential and other sensitive uses that would adversely affect industry viability.

Encourage industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.

Support the retention of small-scale industries servicing established urban areas through appropriate zoning.

Provide adequate separation and buffer areas between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

Encourage manufacturing and storage industries that generate significant volumes of freight to locate close to air, rail and road freight terminals.

Policy documents

Consider as relevant:

- *Recommended separation distances for industrial residual air emissions* (Publication 1518, Environment Protection Authority, March 2013)

DAREBIN PLANNING SCHEME

17.03-2L

Proposed C199dare

Darebin industry

Policy application

This policy applies to all land in the Industrial 1 Zone, Industrial 3 Zone and Commercial 2 Zone.

Objectives

Strengthen the economic viability and local employment generation capacity of Darebin’s core and secondary industrial areas.

Support urban design and landscaping that improves the visual character, appearance, functioning and layout of industrial and commercial areas.

General strategies

Maintain the core industrial areas at East Preston, Reservoir and Fairfield and the secondary industrial area at Anderson Road for the purposes of industrial and employment-based activities.

Encourage safe and efficient access of commercial vehicle and trucks to core industrial areas.

Encourage industrial activities and advanced manufacturing to establish in core and secondary industrial areas.

Encourage land uses that diversify local employment opportunities in core and secondary industrial areas.

Encourage the ongoing development of Darebin’s service industry sector.

Encourage consolidation of land in secondary industrial areas to provide opportunity for major economic activities.

Encourage best practice industrial and commercial development to minimise amenity impacts and achieve long term environmental sustainability.

Encourage improvements to the streetscape, amenity and environmental sustainability of core and secondary industrial areas.

Design strategies

Support development that accommodates safe and efficient vehicle access with:

- Trucks entering and leaving the site in a forward direction.
- Loading bay provisions and access.
- Car parking, including provision for bicycles and disabled parking.

Encourage environmentally sustainable development and use through the encouragement of permeable surfaces, energy efficient design and practices, water reuse, stormwater best practice management and recycling.

Ensure adverse impacts of traffic, car parks and loading activities on pedestrian and cyclist amenity are minimised, particularly in activity centres.

Encourage design elements that add visual interest, are of contemporary design, use modern materials and address the streetscape.

Encourage buildings to be designed so that front setbacks conform to the prevailing setbacks in the area.

Encourage front setbacks to be restricted to landscaping, visitor car parking, access ways and signage.

Landscaping strategies

Encourage landscaping to be provided:

DAREBIN PLANNING SCHEME

- Within front and side setbacks to the street.
- To car parking areas.
- Around outdoor goods storage areas.
- Along the rear and side boundaries that form an interface with a more sensitive use (such as a creek or a dwelling) or are visually prominent.

Retain existing vegetation where possible and appropriate.

Encourage low maintenance, drought-tolerant and indigenous plants in landscaping.

Encourage canopy trees, within street setbacks and car parking areas.

Ensure landscaping is provided where 10 or more car parking spaces are provided to increase permeability, break up the bitumen area, provide shade through tree canopy, and improve the visual amenity of the area.

Amenity strategies

Ensure plant and equipment, including air conditioning units, are insulated and located to minimise noise impacts on the surrounding area.

Provide well-defined interface buffers between industrial/commercial and residential land uses be maintained to minimise potential conflict.

Ensure storage and waste areas are secured and screened from sensitive uses and the public realm.

Ensure parking areas and access ways are surfaced and drained to minimise emission of dust.

Locate fencing at or behind the building line and discourage fencing along the front boundary or within the front setback area.

Encourage low fencing or no fencing at the main street frontage.

17.03-3S

03/03/2023
VC215

State significant industrial land

Objective

To protect industrial land of state significance.

Strategies

Protect state significant industrial precincts from incompatible land uses to allow for future growth. State significant industrial precincts include but are not limited to:

- Southern Industrial Precinct - Dandenong South.
- Northern Industrial Precinct - Campbellfield, Somerton and Thomastown.
- Western Industrial Precinct - Laverton North and Derrimut.
- Officer / Pakenham Industrial Precinct.
- Port of Hastings Industrial Precinct.

Ensure sufficient availability of strategically located land for major industrial development, particularly for industries and storage facilities that require significant threshold distances from sensitive or incompatible uses.

Protect heavy industrial areas from inappropriate development and maintain adequate buffer distances from sensitive or incompatible uses.

Policy documents

Consider as relevant:

DAREBIN PLANNING SCHEME

- *Melbourne Industrial and Commercial Land Use Plan* (Department of Environment, Land, Water and Planning, 2020)

DAREBIN PLANNING SCHEME

17.03-3R03/03/2023
VC215**Regionally significant industrial land - Metropolitan Melbourne****Objective**

To protect industrial land of regional significance and facilitate continual growth in freight, logistics and manufacturing investment.

To support the transition from manufacturing land uses to other employment uses in strategically identified areas well connected to transport networks.

DAREBIN PLANNING SCHEME

17.03-3R03/03/2023
VC215**Regionally significant industrial land - Metropolitan Melbourne - Northern Metro Region****Strategies**

Encourage the consolidation of land holdings in the Northern State Significant Industrial Precinct (SSIP) and discourage subdivision that would lead to the creation of small lots.

Protect established industrial precincts adjacent to Melbourne Airport and Essendon Airport, including the Tullamarine, Keilor Park, Keilor East and Airport West industrial precincts.

DAREBIN PLANNING SCHEME

18.01
09/12/2021
VC204

LAND USE AND TRANSPORT

DAREBIN PLANNING SCHEME

18.01-1S09/12/2021
VC204**Land use and transport integration****Objective**

To facilitate access to social, cultural and economic opportunities by effectively integrating land use and transport.

Strategies

Plan and develop a transport system that facilitates:

- Social and economic inclusion for all people and builds community wellbeing.
- The best use of existing social and economic infrastructure.
- A reduction in the distances people have to travel to access jobs and services.
- Better access to, and greater mobility within, local communities.
- Network-wide efficiency and coordinated operation.

Plan land use and development to:

- Protect existing transport infrastructure from encroachment or detriment that would impact on the current or future function of the asset.
- Protect transport infrastructure that is in delivery from encroachment or detriment that would impact on the construction or future function of the asset.
- Protect planned transport infrastructure from encroachment or detriment that would impact deliverability or future operation.
- Protect identified potential transport infrastructure from being precluded by land use and development.

Plan land use and development to allow for the ongoing improvement and development of the State Transport System in the short and long term.

Plan movement networks and adjoining land uses to minimise disruption to residential communities and their amenity.

Plan the timely delivery of transport infrastructure and services to support changing land use and associated transport demands.

Plan improvements to public transport, walking and cycling networks to coordinate with the ongoing development and redevelopment of urban areas.

Plan the use of land adjacent to the transport system having regard to the current and future development and operation of the transport system.

Reserve land for strategic transport infrastructure to ensure the transport system can be developed efficiently to meet changing transport demands.

Support urban development that makes jobs and services more accessible:

- In accordance with forecast demand.
- By taking advantage of all available modes of transport.

Protect existing and facilitate new walking and cycling access to public transport.

Locate major government and private sector investments in regional cities and centres on major transport corridors to maximise the access and mobility of communities.

Design neighbourhoods to:

- Better support active living.
- Increase the share of trips made using sustainable transport modes.
- Respond to the safety needs of all users.

DAREBIN PLANNING SCHEME

Design the transport system and adjacent areas to achieve visual outcomes that are responsible to local context with particular reference to:

- Landscaping.
- The placement of signs.
- Providing buffer zones and resting places.

Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

DAREBIN PLANNING SCHEME

18.01-2S

09/12/2021
VC204**Transport system****Objective**

To facilitate the efficient, coordinated and reliable movement of people and goods by developing an integrated and efficient transport system.

Strategies

Plan and develop a transport system integrated across all movement networks that:

- Facilitates the efficient, coordinated and reliable movement of people and goods at all times.
- Optimises transport system capacity.
- Improves connectivity and facilitates the growth and development of regional Victoria.
- Improves connectivity between Victoria's regional cities and metropolitan Melbourne.
- Ensures sufficient capacity for the movement of passengers into and out of Victoria at Principal Transport Gateways.
- Improves how goods are moved to local, interstate and overseas markets.
- Maximises access to residential areas, employment, markets, services and recreation.
- Improves local transport options to support 20-minute neighbourhoods in Melbourne's suburbs and Victoria's regional cities and towns.
- Is legible and enables easy access and movement between modes.

Plan movement networks that share the same space to do so in a way that balances the needs of the different users of the transport system.

Plan and develop the State Transport System comprising the:

- Principal Bicycle Network: Existing and future high quality cycling routes that provide access to major destinations and facilitate cycling for transport, sport, recreation and fitness.
- Principal Public Transport Network: Existing and future high quality public transport routes in the Melbourne metropolitan area.
- Regional Rail Network: Existing and future passenger rail routes in regional Victoria.
- Principal Road Network: Declared arterial roads and freeways under the *Road Management Act 2004*.
- Principal Freight Network: Existing and future corridors and precincts where the movement of high volumes of freight are concentrated or of strategic value.
- Principal Transport Gateways: Existing and future ports, airports and interstate terminals that serve as key locations for moving passengers and freight into, out of and around Victoria.

Facilitate delivery of:

- Declared major transport projects and their ancillary projects that are of economic, social or environmental significance to the State of Victoria.
- Transport projects that improve the State Transport System.

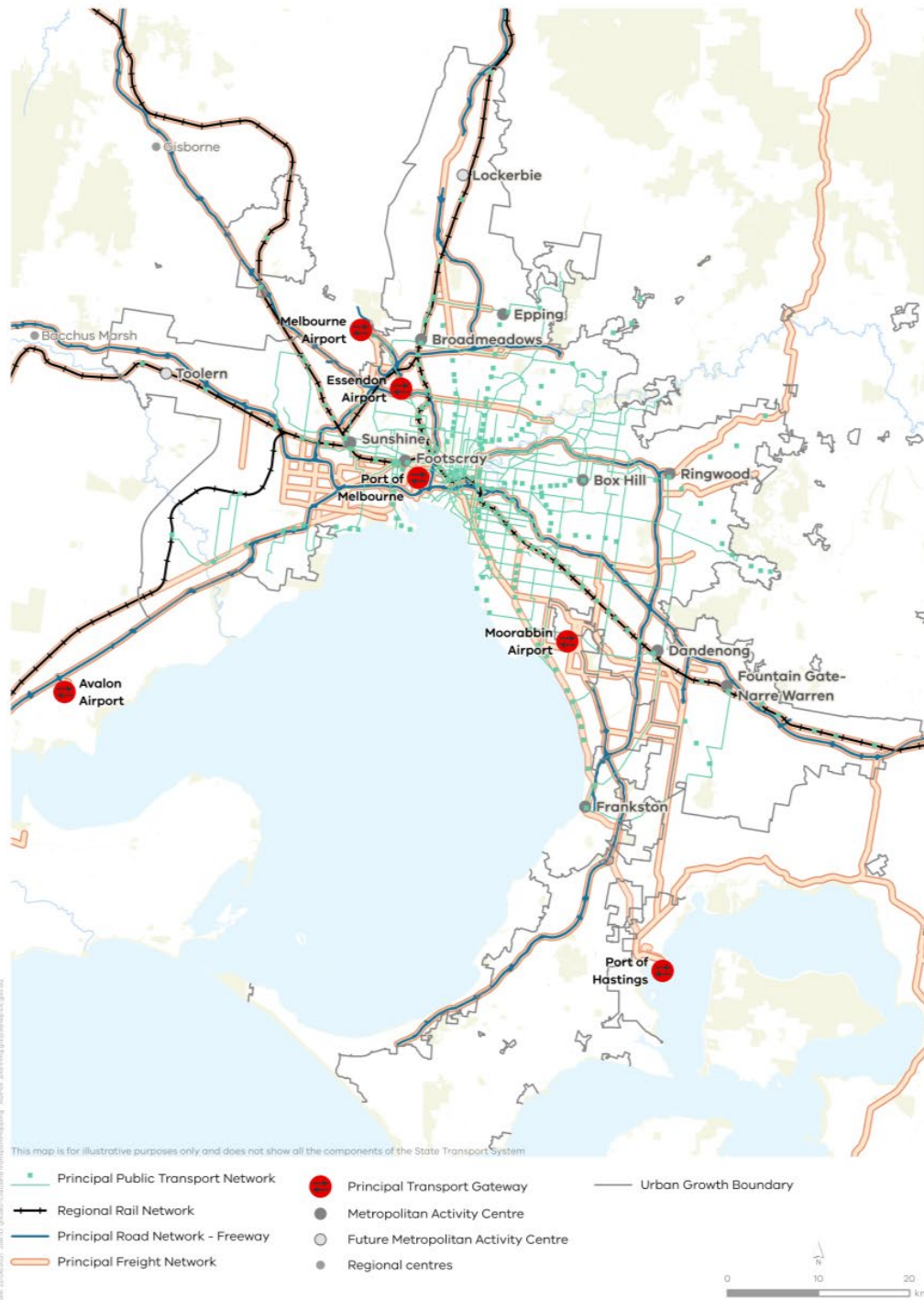
Policy documents

Consider as relevant:

- *Movement and Place in Victoria* (Department of Transport, February 2019)

DAREBIN PLANNING SCHEME

State Transport System – Metropolitan Melbourne Plan



DAREBIN PLANNING SCHEME

State Transport System – Regional Victoria Plan



DAREBIN PLANNING SCHEME

18.01-3S09/12/2021
VC204**Sustainable and safe transport****Objective**

To facilitate an environmentally sustainable transport system that is safe and supports health and wellbeing.

Strategies

Plan and develop the transport system to:

- Maximise the efficient use of resources including infrastructure, land, services and energy.
- Prepare for and adapt to climate change impacts.
- Prioritise the use of sustainable personal transport.
- Protect, conserve and improve the natural environment by supporting forms of transport, energy use and transport technologies that have the least environmental impact.
- Avoid, minimise and offset harm to the environment by:
 - Protecting biodiversity.
 - Reducing transport-related greenhouse gas emissions.

Plan the transport system to be safe by:

- Developing safe transport infrastructure.
- Optimising accessibility, emergency access, service and amenity.
- Separating pedestrians, bicycles and motor vehicles, where practicable.
- Reducing the need for cyclists to mix with other road users.
- Supporting road users to make safe choices through design and wayfinding techniques.
- Prioritising transport safety when designing high-speed roads and intersections.

Support forms of transport and energy use that have the greatest benefit for, and least negative impact on, health and wellbeing.

Design the transport system to be accessible to all users.

Design new suburbs to respond to the safety, health and wellbeing needs of all road users.

Design development to promote walking, cycling and the use of public transport, in that order, and minimise car dependency.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)

DAREBIN PLANNING SCHEME

18.01-3R

09/12/2021
VC204

Sustainable and safe transport - Metropolitan Melbourne

Strategies

Improve local travel options for walking and cycling to support 20 minute neighbourhoods.

DAREBIN PLANNING SCHEME

18.01-3L*replaces*

Proposed C199dare

Accessible transport**Strategies**

Encourage pedestrian and cycle priority over motor vehicles within activity centres and along local streets.

Design developments to contribute to a safe, attractive and comfortable pedestrian environment in streets and public open spaces through:

- Wide footpaths.
- Verandas on street frontages.
- Minimal footpath interruptions by vehicle crossings.
- Effective traffic management and signage.
- Designated pedestrian routes through car parks.
- Connections to public transport.

Ensure the development of large strategic opportunity sites incorporates public pedestrian and cycle links and through-routes.

Balance pedestrian, and cycling needs with freight vehicle access needs in the design of streets in activity centres.

DAREBIN PLANNING SCHEME

18.02
31/07/2018
VC148

MOVEMENT NETWORKS

DAREBIN PLANNING SCHEME

18.02-1S09/12/2021
VC204**Walking****Objective**

To facilitate an efficient and safe walking network and increase the proportion of trips made by walking.

Strategies

Plan and develop walking networks to:

- Provide pedestrian routes that are safe, direct and comfortable to use.
- Enable walking as a part of everyday life.
- Enable people to meet more of their needs locally and rely less on their cars.
- Be accessible to vehicles that use footpaths, including wheelchairs, prams and scooters.
- Accommodate emerging forms of low-emission, low-speed personal transport.

Develop principal pedestrian networks for local areas that link with the transport system.

Provide walking infrastructure in all major transport projects.

Design walking routes to be comfortable by providing shelter from the sun through canopy trees, verandahs and other structures.

Design direct, comfortable and connected walking infrastructure to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Policy documents

Consider as relevant:

- *Guidelines for developing Principal Pedestrian Networks* (Department of Economic Development, Jobs, Transport and Resources, 2015)

DAREBIN PLANNING SCHEME

18.02-2S

09/12/2021
VC204**Cycling****Objective**

To facilitate an efficient and safe bicycle network and increase the proportion of trips made by cycling.

Strategies

Plan and develop cycling networks to:

- Provide routes that are safe, comfortable, low-stress and well connected.
- Enable cycling as a part of everyday life.
- Enable people to meet more of their needs locally by cycling and to rely less on their cars.
- Accommodate emerging forms of low emission, low and moderate speed personal transport.

Protect and develop the Principal Bicycle Network to provide high-quality cycling routes that are direct and connected, to and between key destinations including activity centres, public transport interchanges, employment areas, urban renewal precincts and major attractions.

Develop Strategic Cycling Corridors by:

- Integrating them with stations and major interchanges on the public transport network that serve places of state significance.
- Integrating them with the central city, national employment and innovation clusters, major activity centres and other destinations of metropolitan or state significance.
- Facilitating safer, lower stress and more direct journeys using a combination of cycleways, cycle paths and shared streets.
- Providing the most direct route practical.
- Designing transport corridors to prioritise cycling links and cyclists.

Protect Strategic Cycling Corridors from encroachment by development and incompatible interface treatments such as cross overs.

Support increased cycling by providing:

- Cycling routes and cycling infrastructure early in new developments and in all major transport projects.
- Cycle parking and related end of trip facilities to meet demand at education, recreation, transport, shopping, commercial, public transport interchanges and community facilities, significant trip generating developments and other major attractions.
- Facilities for cyclists, particularly storage, at public transport interchanges and rail stations.
- Vegetation to shade cycling routes.

Policy documents

Consider as relevant:

- *Principal Bicycle Network* (VicRoads, 2012)
- *Strategic Cycling Corridors* (Department of Transport, 2021)
- *Victorian Cycling Strategy 2018-28* (Transport for Victoria)

DAREBIN PLANNING SCHEME

18.02-2R

09/12/2021
VC204

Cycling - Metropolitan Melbourne

Strategies

Develop local cycling networks and new cycling facilities that support the development of 20-minute neighbourhoods and that link to and complement the metropolitan-wide network of bicycle routes - the Principal Bicycle Network

DAREBIN PLANNING SCHEME

18.02-3S09/12/2021
VC204**Public transport****Objective**

To facilitate an efficient and safe public transport network and increase the proportion of trips made by public transport.

Strategies

Plan and develop public transport to:

- Connect activity centres, job-rich areas and outer suburban areas.
- Enable people to not have to rely on cars for personal transport.
- Integrate bus and tram networks and stops and public transport interchanges in new development areas, including key urban renewal precincts and outer-suburban areas.
- Integrate with land use and development in outer suburban and growth areas.

Protect and develop the Principal Public Transport Network and Regional Rail Network to facilitate:

- High quality public transport services that support increased diversity and density of development, particularly at interchanges, activity centres and where Principal Public Transport Network routes intersect.
- Modern commuter-style public transport services that link Melbourne with the regional growth areas of Geelong, Bendigo, Ballarat, Seymour and Traralgon.
- Service improvements to other regional and rural areas.
- A metro-style rail system that provides a very high frequency of service in the Melbourne metropolitan area.
- A new high quality orbital rail (Suburban Rail Loop) through Melbourne's middle suburbs.
- A balance between the rail usage needs of public transport and freight.

Facilitate public transport infrastructure in all major transport projects.

Allocate adequate land and infrastructure to support public transport provision in activity centres, transport interchanges and major commercial, retail and community facilities.

Locate higher density and increased development on or close to the Principal Public Transport Network in a way that does not compromise the efficiency of the Principal Public Transport Network.

Support development that facilitates the delivery and operation of public transport services.

Policy documents

Consider as relevant:

- *Principal Public Transport Network* (State Government of Victoria, 2017)
- *VicTrack Rail Development Interface Guidelines* (VicTrack, 2019)
- *Public Transport Guidelines for Land Use Development* (Department of Transport, 2008)

DAREBIN PLANNING SCHEME

18.02-3R09/12/2021
VC204**Principal Public Transport Network****Strategies**

Facilitate high-quality public transport access to job-rich areas.

Maximise the use of existing infrastructure and increase the diversity and density of development along the Principal Public Transport Network, particularly at interchanges, activity centres and where principal public transport routes intersect.

Identify and plan for new Principal Public Transport Network routes.

Support the Principal Public Transport Network with a comprehensive network of local public transport.

Plan for local bus services to provide for connections to the Principal Public Transport Network.

Improve the operation of the Principal Public Transport Network by providing for:

- A metro-style rail system.
- Extended tram lines and the establishment of a light rail system.
- Road space management measures including transit lanes, clearways, stops and interchanges.

DAREBIN PLANNING SCHEME

18.02-4S20/03/2023
VC229**Roads****Objective**

To facilitate an efficient and safe road network that integrates all movement networks and makes best use of existing infrastructure.

Strategies

Plan and develop the road network to:

- Ensure people are safe on and around roads.
- Improve people's perceptions of safety on and around roads.
- Improve road connections for all road users.
- Facilitate the use of public transport, cycling and walking.
- Integrate new and emerging technologies into road design, including the increasing connectivity and automation of vehicles.
- Accommodate the expansion of the High Productivity Freight Vehicle Network, and oversized and overmass vehicles.

Protect and develop the Principal Road Network to:

- Provide high mobility for through traffic and the efficient movement of freight by facilitating adequate movement capacity and speeds.
- Improve cross-town arterial links in outer suburbs and growth areas, including circumferential and radial movement to facilitate access to jobs and services.
- Limit access points to high-volume, high-speed roads by utilising urban design techniques such as service roads and internal connector roads.
- Improve high-capacity on-road public transport.

Develop declared freeways to:

- Link Melbourne with major regional cities, major interstate locations and other key locations important to the economy along major national and state transport corridors.
- Connect and provide access to Principal Transport Gateways and freight-generating areas.
- Improve connections to national employment and innovation clusters.
- Connect dispersed major residential areas with key destinations and lower density employment areas.
- Avoid private access, except for service centres.

Provide for grade separation at railway crossings, except with the approval of the Minister for Transport and Infrastructure.

Improve Melbourne's distinctive, established boulevards by developing a connected, contemporary network of boulevards within the urban growth boundary.

Design road space to complement land use and meet business and community needs through the provision of wider footpaths, bicycle lanes, transit lanes (for buses and commercial passenger vehicles) and freight routes, in line with the designated role of the road.

Design roads to facilitate the safe movement of people and goods while providing places for people to interact and gather in high pedestrian areas like activity centres, around schools and around community facilities.

Plan an adequate supply of car parking that is designed and located to:

- Protect the role and function of nearby roads.

DAREBIN PLANNING SCHEME

- Enable the efficient movement and delivery of goods.
- Facilitate the use of public transport.
- Maintain journey times and the reliability of the on-road public transport network.
- Protect residential areas from the effects of road congestion created by on-street parking.
- Enable easy and efficient use.
- Achieve a high standard of urban design.
- Protect the amenity of the locality, including the amenity of pedestrians and other road users.
- Create a safe environment, particularly at night.

Allocate land for car parking considering:

- The existing and potential modes of access including public transport.
- The demand for off-street car parking.
- Road capacity.
- The potential for demand-management of car parking.

Consolidate car parking facilities to improve efficiency.

Design public car parks to incorporate electric charging facilities to support the use of low-emission vehicles.

Policy documents

Consider as relevant:

- *Victorian Road Safety Strategy 2021-2030* (Department of Transport, 2021)
- *Movement and Place in Victoria* (Department of Transport, February 2019)

DAREBIN PLANNING SCHEME

18.02-4L

Proposed C199dare

Car parking

Strategies

Take into consideration existing car parking demand levels when considering applications to waive car parking.

Consider requiring Travel Plans as a condition of approval for new uses and developments where there is a substantial reduction in car parking from Clause 52.06 requirements.

Manage car parking at a precinct level to facilitate a coordinated localised response.

Consider existing car parking demand levels when considering applications to waive car parking.

Provide for pedestrian amenity by minimising vehicle crossovers and providing a single point of access for multi-dwelling developments, where possible.

Provide a high amount of conveniently accessible bicycle parking.

Encourage the consolidation of lots to reduce the number of crossovers.

Discourage vehicle crossings to street frontages in commercial and mixed-use areas where active frontages are promoted.

Encourage vehicle access for multi-residential and mixed-use developments from a side or rear street; it should be used in preference to access viz a crossover to a primary street.

Encourage under-croft car parking to be sleeved by development to support active street interfaces.

Accommodate access requirements for emergency services.

Discourage basement car parks that result in the ground floor level of buildings being excessively elevated.

Encourage garage openings should be located within the site and should not be along the front of the primary street.

Locate bicycle parking spaces at ground level or first basement level and be conveniently accessible.

Policy Guideline

Consider as relevant:

- The number bicycle spaces should exceed the requirements of Clause 52.34 to reflect the high level of ridership in Darebin.

18.02-5S

09/12/2021
VC204

Freight

Objective

To facilitate an efficient, coordinated, safe and sustainable freight and logistics system that enhances Victoria’s economic prosperity and liveability.

Strategies

Plan and develop Victoria’s freight and logistics system to:

- Support the movement of freight within Victoria’s freight and logistics system.
- Improve freight efficiency and capacity.
- Manage negative impacts of freight generating activities on urban amenity, the development of urban areas, and on the efficient operation of movement networks.
- Prioritise new technologies that enhance road and rail safety, optimise the metropolitan road network, better manage congestion and reduce supply chain costs.
- Accommodate High Productivity Freight Vehicles, and oversize and overmass vehicles.

DAREBIN PLANNING SCHEME

- Increase the capacity of the rail network to carry larger volumes of freight.

Protect and develop the Principal Freight Network, including freight movement corridors and freight places, and Principal Transport Gateways, by:

- Facilitating the movement of high volumes of freight and freight of strategic value.
- Linking areas of production and manufacturing to national and international gateways and export markets.
- Increasing the capacity of Principal Transport Gateways and supporting their use and development as important locations for employment and economic activity.
- Designing the Principal Freight Network to adapt to commodity, market and operating changes.
- Managing encroachment from incompatible land use and development that would undermine its ability to operate.

Support the development of freight and logistics precincts in strategic locations within and adjacent to Principal Transport Gateways and along the Principal Freight Network movement corridors by:

- Allocating land for complementary uses and employment-generating activities, such as distribution and warehousing.
- Reserving and appropriately zoning land for interstate freight terminals to support development that allows for the direct and immediate delivery of goods to market.
- Allocating land to allow high-volume freight customers to locate adjacent to interstate freight terminals, including the Western Interstate Freight Terminal and the Beveridge Interstate Freight Terminal.

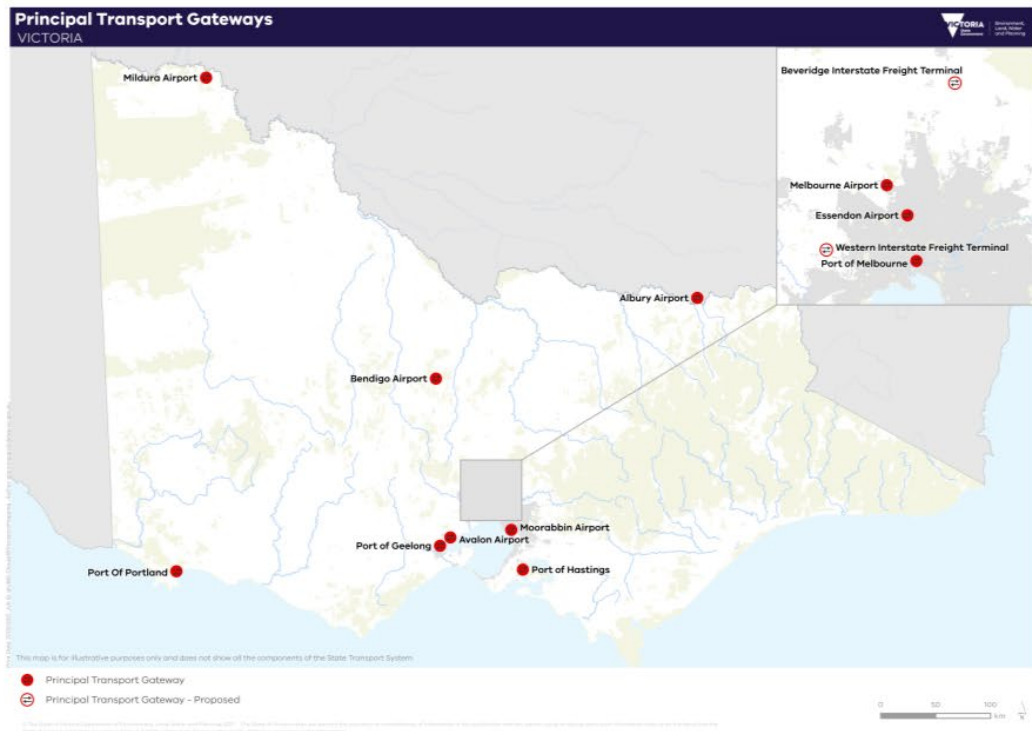
Policy documents

Consider as relevant:

- *Principal Freight Network* (Department of Transport, 2021)
- *Principal Transport Gateways* (Department of Transport, 2021)
- *Delivering the Goods, Creating Victorian Jobs: Victorian Freight Plan* (Department of Economic Development, Jobs, Transport and Resources, July 2018)

DAREBIN PLANNING SCHEME

Principal Transport Gateways



DAREBIN PLANNING SCHEME

18.02-5R09/12/2021
VC204**Freight links - Metropolitan Melbourne****Strategy**

Ensure suitable sites are provided for intermodal freight terminals at key locations around Metropolitan Melbourne, particularly for the Beveridge Interstate Freight Terminal and the Western Interstate Freight Terminal.

DAREBIN PLANNING SCHEME

18.02-6S09/12/2021
VC204**Ports****Planning for ports objective**

To support the effective and competitive operation of Victoria's commercial trading ports at local, national and international levels, and to facilitate their ongoing sustainable operation and development.

Planning for ports strategies

Provide for the ongoing development of ports at Melbourne, Geelong, Hastings and Portland in accordance with approved Port Development Strategies.

Identify and protect key transport corridors linking ports to the broader transport network.

Manage any impacts of a commercial trading port and any related industrial development on nearby sensitive uses to minimise the impact of vibration, light spill, noise and air emissions from port activities.

Planning for port environs objective

To plan for and manage land near commercial trading ports so that development and use are compatible with port operations and provide reasonable amenity expectations.

Planning for port environs strategies

Protect commercial trading ports from encroachment of sensitive and incompatible land uses in the port environs.

Plan for and manage land in the port environs to accommodate uses that depend upon, or gain significant economic advantage from, proximity to the port's operations.

Ensure that industrially zoned land within the environs of a commercial trading port is maintained and continues to support the role of the port as a critical freight and logistics precinct.

Identify and protect key transport corridors linking ports to the broader transport network.

Ensure any new use or development within the environs of a commercial trading port does not prejudice the efficient and curfew-free operations of the port.

Ensure that the use and intensity of development does not expose people to unacceptable health or safety risks and consequences associated with an existing major hazard facility.

Ensure that any use or development within port environs:

- Is consistent with policies for the protection of the environment.
- Takes into account planning for the port.

Policy documents

Consider as relevant:

- *Statement of Planning Policy No 1 - Western Port* (1970-varied 1976)
- *2018 Port Development Strategy* (Port of Hastings Development Authority, December 2018)
- *Port of Geelong Port Development Strategy 2018* (Victorian Regional Channels Authority, 2018)
- *2050 Port Development Strategy, 2020 edition* (Port of Melbourne, 2020)
- *Port of Portland – Port Development Strategy* (Port of Portland, 2019)

DAREBIN PLANNING SCHEME

18.02-7S

18/05/2022
VC218

Airports and airfields

Objective

To strengthen the role of Victoria’s airports and airfields within the state's economic and transport infrastructure, guide their siting and expansion, and safeguard their ongoing, safe and efficient operation.

Strategies

Protect airports and airfields from incompatible land use and development.

Prevent land use or development that poses risks to the safety or efficiency of an airport or airfield, including any of the following risks:

- Building-generated windshear and turbulence.
- Increased risk of wildlife strike.
- Pilot distraction from lighting.
- Intrusion into protected airspace.
- Interference with communication, navigation and surveillance facilities.
- Increased risk to public safety at the end of runways.

Minimise the detrimental effects of aircraft noise when planning for areas around airports and airfields.

Limit the intensification of noise-sensitive land uses, and avoid zoning or overlay changes that allow noise-sensitive land use and development, where ultimate capacity or long-range noise modelling indicates an area is within a 20 Australian Noise Exposure Forecast (ANEF) contour or higher.

Avoid zoning or overlay changes that allow noise-sensitive land uses outside the Urban Growth Boundary, and encourage measures to reduce the impact of aircraft noise in planning for areas within the Urban Growth Boundary, where ultimate capacity or long-range noise modelling indicates an area is within ‘number above’ contours (N Contours) representing:

- 20 or more daily events greater than 70 dB(A).
- 50 or more daily events of greater than 65 dB(A).
- 100 or more daily events greater than 60 dB(A).
- 6 events or more between the hours of 11pm to 6am greater than 60 dB(A).

Ensure land use and development at airports and airfields contributes to the aviation needs of the state and the efficient and functional operation of the airport or airfield.

Ensure land use and development at airports complements the role of the airport including as listed below:

- Melbourne Airport – major domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Avalon Airport – domestic and international airport with no curfew, 24-hour access, freight capability and an adjoining employment precinct.
- Essendon Fields Airport – a general aviation airport that is an important regional and state aviation asset with specialised functions, including executive charter, emergency aviation services, freight, logistics and an adjoining employment precinct.

DAREBIN PLANNING SCHEME

- Moorabbin Airport – a general aviation airport that is an important regional and state aviation asset supporting the state's aviation industry and access to regional Victoria.
- Point Cook Airfield – an operating airport complementary to Moorabbin Airport.

Plan for areas around airports and airfields so that land use or development does not prejudice future airport or airfield operations or expansions in accordance with an approved strategy or master plan for that airport or airfield.

Preserve long-term options for a new general aviation airport south-east of metropolitan Melbourne by ensuring urban land use and development does not infringe on possible sites, buffer zones or flight paths.

Avoid the location of new airports and airfields in areas that have greater long-term value to the community for other purposes.

Ensure that in the planning of airports and airfields, land use decisions are integrated, appropriate land use buffers are in place and provision is made for associated businesses that service airports.

Plan the location of airports and airfields, nearby existing and potential development, and the land-based transport system required to serve them, as an integrated operation.

Plan the visual amenity and impact of any land use or development on the approaches to an airport or airfield to be consistent with the status of the airport or airfield.

Policy documents

Consider as relevant:

- *National Airports Safeguarding Framework* (as agreed by Commonwealth, State and Territory Ministers at the meeting of the Standing Council on Transport and Infrastructure on 18 May 2012)
- *Avalon Airport Master Plan* (Avalon Airport Australia Pty Ltd, 2015)
- *Avalon Airport Strategy* (Department of Business and Employment/Aerospace Technologies of Australia, 1993) and its associated *Aircraft Noise Exposure Concepts*
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

18.02-7R

20/03/2023
VC229

Melbourne Airport**Strategies**

Protect the curfew-free status of Melbourne Airport and ensure any new use or development does not prejudice its operation or optimum usage.

Policy documents

Consider as relevant:

- *Melbourne Airport Master Plan 2022* (Australia Pacific Airports (Melbourne) Pty Ltd)
- *Melbourne Airport Strategy* (Government of Victoria/Federal Airports Corporation, approved 1990) and its associated *Final Environmental Impact Statement*

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19.02
31/07/2018
VC148

COMMUNITY INFRASTRUCTURE

DAREBIN PLANNING SCHEME

19.02-1S31/07/2018
VC148**Health facilities****Objective**

To assist the integration of health facilities with local and regional communities.

Strategies

Facilitate the location of health and health-related facilities (including acute health, aged care, disability services and community care facilities) taking into account demographic trends, the existing and future demand requirements and the integration of services into communities.

Plan public and private developments together, where possible, including some degree of flexibility in use.

Locate hospitals and other large health facilities in designated health precincts and areas highly accessible to public and private transport.

Provide adequate car parking for staff and visitors of health facilities.

DAREBIN PLANNING SCHEME

19.02-1R Health precincts - Metropolitan Melbourne

31/07/2018
VC148

Strategies

Facilitate health and community wellbeing precincts through the co-location of:

- Hospitals, allied health services and not-for-profit health providers at the regional level.
- General practitioners, community health facilities, allied health services and not-for-profit health providers at the neighbourhood level.

Create health precincts in new suburbs in or close to town centres.

Ensure health precincts are well serviced by community services.

DAREBIN PLANNING SCHEME

19.02-1L

as follows
Proposed C199dare

Health facilities**Strategy**

Support a diversification of use on major health facility land that complements the main use of the land.

19.02-2S

29/09/2022
VC222

Education facilities**Objective**

To assist the integration of education and early childhood facilities with local and regional communities.

Strategies

Consider demographic trends, existing and future demand requirements and the integration of facilities into communities in planning for the location of education and early childhood facilities.

Locate childcare, kindergarten and primary school facilities to maximise access by public transport and safe walking and cycling routes.

Ensure childcare, kindergarten and primary school and secondary school facilities provide safe vehicular drop-off zones.

Facilitate the establishment and expansion of primary and secondary education facilities to meet the existing and future education needs of communities.

Recognise that primary and secondary education facilities are different to dwellings in their purpose and function and can have different built form (including height, scale and mass).

Locate secondary school and tertiary education facilities in designated education precincts and areas that are highly accessible to public transport.

Locate tertiary education facilities within or adjacent to activity centres.

Ensure streets and accessways adjoining education and early childhood facilities are designed to encourage safe bicycle and pedestrian access.

Consider the existing and future transport network and transport connectivity.

Develop libraries as community based learning centres.

Co-locate a kindergarten facility with all new Victorian Government primary schools.

DAREBIN PLANNING SCHEME

19.02-2R

31/07/2018
VC148

Education precincts - Metropolitan Melbourne

Strategy

Ensure education precincts are well serviced by community services.

DAREBIN PLANNING SCHEME

19.02-2L Education facilities

as follows
Proposed C199dare

Strategies

Support a diversification of use on major educational institution land, including commercial developments, that complements the main use of land.

Support the transition of La Trobe University to a ‘university town centre’.

Encourage the development of the La Trobe University Research and Development Park.

Support the development and enhancement of the Victorian Agribioscience Centre.

Encourage high-tech economic activity and research-based manufacturing activities near La Trobe University and areas bordering Banyule City Council in Bundoora and Macleod.

19.02-3S Cultural facilities

31/07/2018
VC148

Objective

To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.

Strategies

Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.

Reinforce the existing major precincts for arts, sports and major events of state wide appeal.

Establish new facilities at locations well served by public transport.

DAREBIN PLANNING SCHEME

19.02-3R

31/07/2018
VC148

Cultural facilities - Metropolitan Melbourne

Strategies

Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities.

DAREBIN PLANNING SCHEME

19.02-3L

replaces
Proposed C199dare

Arts and culture**Strategies**

Support use and development that facilitate arts and cultural activities.

Support cultural ‘hubs’ which attract a mix of cultural activity, services and businesses.

Strengthen the unique characteristics of Darebin’s activity centres and their role as places for arts and cultural activities.

Promote and provide high quality spaces for the development, exhibition or staging of a wide variety of art forms.

Encourage the provision of affordable artist working spaces and cooperatives, and performance spaces.

19.02-4S

31/07/2018
VC148

Social and cultural infrastructure**Objective**

To provide fairer distribution of and access to, social and cultural infrastructure.

Strategies

Identify and address gaps and deficiencies in social and cultural infrastructure, including additional regionally significant cultural and sporting facilities.

Encourage the location of social and cultural infrastructure in activity centres.

Ensure social infrastructure is designed to be accessible.

Ensure social infrastructure in growth areas, is delivered early in the development process and in the right locations.

Plan and design community places and buildings so they can adapt as the population changes and different patterns of work and social life emerge.

Support innovative ways to maintain equitable service delivery to settlements that have limited or no capacity for further growth, or that experience population decline.

Identify and protect land for cemeteries and crematoria.

DAREBIN PLANNING SCHEME

19.02-5S

31/07/2018
VC148

Emergency services**Objective**

To ensure suitable locations for police, fire, ambulance and other emergency services.

Strategies

Ensure police, fire, ambulance and other emergency services are provided for in or near activity centres.

Locate emergency services together in newly developing areas.

DAREBIN PLANNING SCHEME

19.02-6S

31/07/2018
VC148

Open space

Objective

To establish, manage and improve a diverse and integrated network of public open space that meets the needs of the community.

Strategies

Plan for regional and local open space networks for both recreation and conservation of natural and cultural environments.

Ensure that open space networks:

- Are linked, including through the provision of walking and cycling trails.
- Are integrated with open space from abutting subdivisions.
- Incorporate, where possible, links between major parks and activity areas, along waterways and natural drainage corridors, connecting places of natural and cultural interest.
- Maintain public accessibility on public land immediately adjoining waterways and coasts.

Create opportunities to enhance open space networks within and between settlements.

Ensure that land is set aside and developed in residential areas for local recreational use and to create pedestrian and bicycle links to commercial and community facilities.

Ensure that land use and development adjoining regional open space networks, national parks and conservation reserves complements the open space in terms of visual and noise impacts, preservation of vegetation and treatment of waste water to reduce turbidity and pollution.

Improve the quality and distribution of open space and ensure long-term protection.

Protect large regional parks and significant conservation areas.

Ensure land identified as critical to the completion of open space links is transferred for open space purposes.

Ensure that where there is a reduction of open space due to a change in land use or occupation, additional or replacement parkland of equal or greater size and quality is provided.

Ensure that urban open space provides for nature conservation, recreation and play, formal and informal sport, social interaction, opportunities to connect with nature and peace and solitude.

Accommodate community sports facilities in a way that is not detrimental to other park activities.

Ensure open space provision is fair and equitable with the aim of providing access that meets the needs of all members of the community, regardless of age, gender, ability or a person's location.

Develop open space to maintain wildlife corridors and greenhouse sinks.

Provide new parkland in growth areas and in areas that have an undersupply of parkland.

Encourage the preparation of management plans or explicit statements of management objectives for urban parks.

Ensure exclusive occupation of parkland by community organisations is restricted to activities consistent with management objectives of the park to maximise broad community access to open space.

Ensure the provision of buildings and infrastructure is consistent with the management objectives of the park.

Ensure public access is not prevented by developments along stream banks and foreshores.

Ensure public land immediately adjoining waterways and coastlines remains in public ownership.

Plan open space areas for multiple uses, such as community gardens, sports and recreation, active transport routes, wildlife corridors and flood storage basins.

DAREBIN PLANNING SCHEME

19.02-6R03/02/2022
VC199**Open space - Metropolitan Melbourne****Objective**

To strengthen the integrated metropolitan open space network.

Strategies

Develop a network of local open spaces that are accessible and of high-quality and include opportunities for new local open spaces through planning for urban redevelopment projects.

Ensure major open space corridors are protected and enhanced.

Develop open space networks in growth areas and in the surrounding region of Metropolitan Melbourne, where existing open space is limited and demand is growing, including:

- Cardinia Creek Parklands.
- Cranbourne Regional Park.
- Kororoit Creek Corridor.
- Quarry Hills Regional Park.
- Chain of Parks - Sandbelt.
- Sunbury Regional Park - Jacksons Creek Valley.
- Toolern Creek Regional Park.
- Werribee Township Regional Park.

Create continuous open space links and trails along the:

- Frankston parklands (linking existing parks from Carrum to Mornington).
- Maribyrnong River parklands.
- Merri Creek parklands (extending to Craigieburn).
- Western Coastal parklands (linking Point Gellibrand, Point Cook and Werribee).
- Yarra River parklands (extending from Warrandyte to the Port Phillip Bay).

Provide long term planning protection to meet demand for future open space along the Plenty Gorge parklands, Yarra Valley parklands, Cardinia Creek parklands, Heatherton/Dingley 'Sandbelt' parklands and Dandenong Valley parklands.

Protect the metropolitan water's edge parklands from intrusion and encroachment of development that impacts on open space and their natural landscape setting.

Continue development of the lower Yarra River as a focus for sport, entertainment and leisure.

Support establishing community gardens and productive streetscapes.

Policy documents

Consider as relevant:

- *Open Space for Everyone: Open Space Strategy for Metropolitan Melbourne 2021* (Department of Environment, Land, Water and Planning, 2021)
- *Maribyrnong River – Vision for Recreational and Tourism Development* (Melbourne Parks and Waterways, 1996)
- *Maribyrnong River Valley Design Guidelines* (Department of Planning and Community Development, 2010)

DAREBIN PLANNING SCHEME

19.02-6L

replaces
Proposed C199dare

Open space**Objective**

Provide a safe, accessible and high-quality open space network that is equitably distributed across the municipality.

Strategies

Ensure development provides visual and physical connections to adjacent parks and reserves via:

- Fences that are low or transparent.
- Active frontages with appropriate uses at ground level.
- Pedestrian paths and links.
- Windows, terraces/balconies orientated to overlook the park.

Encourage linear open space linkages along waterways including pedestrian and bicycle access.

Support the acquisition and improvement of open space as part of development.

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31/07/2018
VC148

LOCAL PLANNING POLICY FRAMEWORK

This section sets out the Municipal Strategic Statement and the Local Planning Policies that apply to the area covered by this planning scheme, and includes provisions about their operation.

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28/03/2018
VC145

~~MUNICIPAL STRATEGIC STATEMENT~~



DAREBIN PLANNING SCHEME

21.0129/03/2018
G180**21.01-4**15/10/2015
G130**INTRODUCTION****Municipal Snapshot**

The City of Darebin is an established urban municipality of 53 square kilometres across the inner to middle northern suburbs of Melbourne, extending from 4 kilometres north of Melbourne's Central Business District (CBD) at Northcote and Fairfield, through to Reservoir, Bundoora and Macleod a further 10 kilometres to the north. The municipality is bordered by the City of Yarra to the south, City of Whittlesea to the north, City of Moreland and Merri Creek to the west and City of Banyule and Darebin Creek to the east.

Darebin is one of the largest communities in Victoria, with over 55,000 properties, including more than 58,000 residences and 4700 commercial and industrial properties. It is also one of the most diverse, made up of people from a range of backgrounds, cultures, languages, religions, ages, socio-economic status, levels of ability, interests, expectations and aspirations. Darebin is also recognised as an important area of indigenous history, and has the second largest Aboriginal community within the Melbourne metropolitan area.

The built environment in Darebin reflects the City's early Victorian beginnings in Northcote and the Preston Township, to various early 20th century bursts of expansion, post-war development in Reservoir, Kingsbury and East Preston, to the recent redevelopment of former state institutional areas in Bundoora and Macleod. The City has an established network of activity centres with key precincts at Preston, Northland, Northcote and Reservoir complemented by a range of neighbourhood and local centres.

Major retail areas include Northland Shopping Centre and Northland Homemaker Centre, Preston Central and Preston Market, Northcote Plaza, and High Street at Westgarth, Northcote and Thornbury. There are major industrial areas located in Fairfield, East Preston and Reservoir. Darebin also has two tertiary institutions, La Trobe University and Melbourne Polytechnic, and major health facilities at Bundoora Extended Care and Reservoir Private Hospital.

Although highly urbanised, Darebin accommodates regionally significant open space areas at Bundoora Park and Darebin Parklands, and important habitat areas at Central Creek Grasslands and Gresswell Wildlife Reserve. Substantial parklands and pockets of remnant natural areas along Merri and Darebin Creek borders are significant ecological and Aboriginal cultural heritage areas. Edwardes Lake Park in Reservoir and All Nations Park in Northcote are popular urban parkland destinations for leisure and recreation, and are complemented by a network of local and neighbourhood parks.

At the 2011 Census of Population and Housing, Darebin's official resident population was 143,057. Growth is forecast at 1.06% per annum to reach 173,980 people by 2031, an extra 30,900 people or 21.6% increase overall. Population growth to date has come predominantly through migration into Darebin from other suburbs in Melbourne and from overseas, and this trend is expected to continue.

In 2012 retail was the largest sector in employment. Manufacturing remained the largest sector by value added (\$575 million) and output (\$1,746 million). The public sector continues to be a major employer, providing jobs in the three tiers of government, primary and secondary schools, tertiary education institutions and within health facilities.

Darebin is an increasingly desirable place to live, gaining popularity as a destination for retail, leisure and entertainment, and being well positioned to take advantage of its proximity to employment, recreation and entertainment opportunities in the Melbourne CBD, as well as those in neighbouring inner and outer metropolitan municipalities.

The City of Darebin has experienced significant change demographically, economically and physically over the last decade, primarily driven by a gradual but consistent change in its socio-economic make up towards a more affluent population. Increasing affluence through

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gentrification is established in the southern half of the municipality (Northcote, Thornbury, Fairfield and Alphington) and progressing north into Preston, Reservoir and Bundoora. Gentrification is having a major impact on land use and development patterns:

24.01-215/10/2015
G138**Key Influences**

The key influences in relation to the City of Darebin are:

Population Growth and Change

- Gentrification of suburbs has increased house prices and levels of residential development activity.
- Strong population growth and demographic change has placed pressure on existing housing stock to meet the needs of the future population.
- Ageing families and declining household sizes are placing pressure on housing supply as fewer people occupy more housing.
- Demand for housing in general has put pressure on housing affordability for existing and prospective residents.
- Increased population has also put pressure on infrastructure, contributing to congestion on transport routes and greater competition for car parking.

Economic Structural Shift

- Darebin's economy is transitioning from a 'traditional' labour intensive manufacturing industrial base to a more mixed economy, with growth in modern retail and services sectors.
- Local employment in manufacturing and other traditional industries is being replaced by jobs in retail and services.
- The departure or sealing down of traditional industrial (due to factors such as high land costs, preference for smaller premises and conflicts with sensitive uses such as housing) has created pockets of vacant underutilised industrial land across the City.
- Growth in 'lifestyle' businesses, particularly in hospitality, arts and entertainment, in activity centres and retail strips reflect the socio-economic uplift of Darebin's neighbourhoods.

Environmental Challenges

- Direct physical environment, economic and social health impacts of climate change.
- Additional parallel pressures, including loss of biodiversity, environmental degradation, resource depletion and security (including peak oil) and food security.
- Fundamental cultural and social changes, which need to occur if the worst impacts of climate change and other environmental challenges are to be avoided.

24.01-315/10/2015
G138**Regional Context**

Melbourne is experiencing relatively high population growth, mostly accommodated in growth corridors extending up to 45 kilometres north and west from the central city. However, significant growth is also occurring in established inner and middle areas, such as Darebin.

The growth of Melbourne presents long term challenges in retaining the city's liveability and productivity. A key issue is the continued concentration of jobs and associated activity in the central city, which is contributing to increasing congestion on roads and public transport in Darebin, and reduced local productivity and liveability.

In addition to substantial, integrated investment in transport and infrastructure in both established and growth areas to support changing development patterns and reduce lengthy and often car-based commuting, key opportunities in Darebin to tackle this issue include:

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- Transformation of land through the redevelopment of brownfield and greyfield sites into vibrant mixed-use precincts that can accommodate a range of employment opportunities for people in the northern region, closer to where they live.
- Growth in the knowledge economy through investment in the education, health, biomedical and research sectors. This can supplement the traditional retail and service centres and promote a shift to create more jobs in the suburbs.
- The emerging La Trobe National Employment Cluster, centred around La Trobe University, Northland East Preston Activity Centre, and the Austin/Heidelberg medical precinct and activity centre, is a key opportunity to grow the knowledge economy beyond its central Melbourne focus, and provide more accessible employment opportunities in the northern Melbourne region.

21.01-4

15/10/2015
G138

Issues for the Future

Following on from key local and regional influences identified above, the key issues facing Darebin, focussed around four strategic themes, are:

Environment

- Minimising negative impacts from land use and development on natural environmental assets, particularly creek and habitat corridors, and open spaces like Bundoora Park.
- Protection and enhancement of places of heritage significance.
- Developing strategies to ensure new development exhibits good design and contributes to liveable and environmentally sustainable built environments.
- Management of environmental risks in the natural and built environment.

Housing

- Facilitation of well-designed housing to meet anticipated housing needs, both in terms of number and diversity.
- Managing the impacts of new housing development on the amenity of existing neighbourhoods.
- Provision of affordable, social and accessible housing in Darebin.
- Risks of social exclusion regarding access to local employment, essential services and leisure and recreational facilities, particularly in areas of entrenched socio-economic disadvantage.

Economic Development

- Facilitating supply of land for business investment, particularly those that can provide job opportunities for local residents.
- Future planning of core industrial employment precincts, including broadening the range of suitable employment options in these precincts.
- Best utilisation of vacant or underperforming industrial and commercial land in the municipality to attract investment, new business and employment opportunities.
- Managing interfaces and potential conflicts between commercial and industrial land uses and residential land uses.
- Providing space and flexibility in land use controls and decision-making for business start-ups and home-based businesses.
- Maximising investment and employment opportunities around La Trobe University.

Transport and Infrastructure

- Integration of land use and transport planning to encourage sustainable transport use and reduce car dependency and associated road congestion and parking pressures.

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- Effective and efficient planning and delivery of infrastructure, including transport, essential services, community facilities, and open space to meet existing and future demand;
- Equity of transport and infrastructure investment across the municipality, particularly in areas of entrenched social disadvantage;
- Promotion of urban renewal opportunities resulting from rail grade separation investments at Bell Street and Reservoir Junction.

21.01-515/10/2015
G138**Strategic Vision**

The City of Darebin Council Plan 2013-2017 sets a vision for the municipality as “*Darebin, the place to live*” which is to be realised through Council’s mission of “*Working with our diverse community to build a sustainable and liveable city*”.

This is expanded on as follows:

“Darebin, the Place to Live is a place where people feel a sense of belonging, are healthy and connected to their environment and neighbourhood, feel and are safe and free from discrimination and violence, have access to shelter, transport and fresh food. It is a place where our citizens are engaged and actively involved in shaping the decisions of their representative government. It is where people’s creativity has room to be explored and shared for all to enjoy and celebrate. It is where vibrant economies thrive and niche markets flourish. It is where everyone is respected and valued, and, the services people need are available, affordable, accessible and inclusive. It is also a place where the satisfaction of our present needs are sustainable, that is our needs are met without compromising likely similar needs of those in future generations.”

Goals set by the Council Plan to achieve this vision involve working towards a future that promotes:

- A vibrant city and innovative economy, with physical infrastructure that is both well-maintained and appropriately regulated;
- A physical, social and economic environment that supports and enhances community health and wellbeing;
- A safe, inclusive and equitable community where all feel socially well-connected, respected and valued;
- Sustainable and resilient neighbourhoods as part of achieving rapid transition to an environmentally sustainable city; and
- A thriving artistic and creative culture that supports economic prosperity and enhances social connections, sense of inclusion, pride of place, and cultural tourism.

21.01-629/03/2018
G180**Strategic Framework Plan**

The Strategic Framework Plan sets out the general pattern for land use and development to respond to the key influences, issues affecting the municipality and opportunities that can be delivered to achieve the Strategic Vision. The purpose of the framework plan is to identify locations where specific land use and development outcomes will be supported and promoted:

Key strategic directions identified in the Strategic Framework Plan include:

- Enhanced network of activity centres, with preferred economic and land use roles;
- Distinctive and attractive strategic corridors in response to different physical contexts;
- Regionally-significant land uses to support and intensify, including La Trobe University, Melbourne Polytechnic and areas within the Emerging La Trobe Employment Cluster;
- Areas identified as strategic locations to maximise opportunities for ‘urban intensification’ through higher density building forms accommodating a range of residential and commercial uses;

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- Industrial-zoned areas that will provide a key employment and value-added role;
- Major landscape features to be protected and enhanced, including areas of biological significance, regionally significant recreational open space and key vistas;
- Major transport links and future priorities for transport infrastructure investment; and
- Relationships and access to key destinations in adjoining municipalities to achieve mutual benefits for the community.

Separate land use framework plans have been prepared for major land use elements identified in Clauses 21.02-21.05. These plans cumulatively form the basis of the Strategic Framework Plan.

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Activity Centres

A key element in the future development vision for Darebin as places for urban intensification, taking advantage of capacity for development, existing facilities, access to employment and public transport services.

Consolidation of higher density residential uses in and around activity centres, at a scale appropriate to its role and physical context, is encouraged to support retail and commercial uses and provide a diversity of housing to meet community needs.

Structure plans provide detailed directions for land use and development for Darebin's larger activity centres, and are implemented in this Planning Scheme through various zone, overlay and local policy controls.

Preston Central

- One of largest 'traditional, multi-dimensional' activity centres in northern Melbourne and a major focus for business, shopping, community, culture and recreation. Land use and development is guided by the Preston Central Structure Plan.
- Activities that maintain the regional significance of Preston Central and take advantage of opportunities for retail and residential activities in the centre at greater scale and intensity are encouraged.

Northland East Preston

- Provides a range of opportunities for retail, commercial, residential, leisure, and other commercial activities for a wide catchment. Significant urban renewal opportunity exists in large parcels of underutilised industrial and commercial land.
- A structure plan is being prepared to transition the area to a more intense employment and higher density residential precinct as part of the Emerging La Trobe Employment Cluster.

Northcote

- Provides a mix of retail, leisure, cultural, educational and other commercial activities and is a popular destination in the inner northern Melbourne region, drawing a catchment area beyond the local population.

Reservoir

- Located at the intersection of High Street, Edwardes Street, Broadway and Spring Street, fulfils a predominantly neighbourhood centre role and is dominated by the central junction of major roads and the South Morang railway line.
- The Reservoir Structure Plan seeks to elevate Reservoir's role within Darebin's retail hierarchy and advocates grade separation of the road and rail to create a 'central heart' to unify the precinct and unlock opportunities for new community, commercial and residential investment.

La Trobe University (and associated research and development facilities)

- Provides a major education, research and employment hub for the municipality and broader region. Key part of the Emerging La Trobe Employment Cluster.
- Council supports the continued development and promotion of the precinct, particularly in ways which can grow employment and enhance the university's connection to and integration with surrounding neighbourhoods and local communities.

Neighbourhood Centres and Local Centres

- Neighbourhood centres at Fairfield, The Junction – South Preston, Tyler Street, Summerhill Village, Thornbury Village, Westgarth Village and Lancaster Gate, and 55 local centres, providing convenience retail needs of local catchments and space for small business.

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- Land use and development that supports local living and revitalisation is generally encouraged. This may include new shops and services, improved pedestrian links, higher-density housing in and around the centres, public realm improvements and programs to promote local purchasing.

Strategic Corridors

Strategic corridors formed by major road routes and adjoining land play a significant role in serving the commercial, social and residential needs of the community. Strategic planning of these areas should aim to strengthen their economic, social and residential role.

The Framework Plan identifies three general types of strategic corridors in Darebin which recognise their physical differences (transport role, width and configuration of road space, land use and subdivision pattern of surrounding development) and ongoing role:

Boulevard—a wide, multi-lane thoroughfare, divided by a central median with road space along each side. Often has above-average quality landscaping and scenery.

Urban—multi-lane thoroughfare generally not divided by central median, with landscaping (if any) confined to the kerbside.

Interface—thoroughfare that forms the municipal boundary, with development in Darebin on one side and in an adjoining municipality on the other. Urban character, land uses and public realm treatments often vary from side of the road to another.

High Street

- North-south urban corridor that supports one of Melbourne's longest retail and commercial strips. Sections of the corridor are serviced by tram and bus. Connects activity centres at Northcote, Preston Central and Reservoir.
- The High Street corridor has significant potential for intensification of retail, commercial, office, and residential uses.

Plenty Road

- Regional transport route, accommodating tram route 86, linking the inner metropolitan area to La Trobe University and the growth areas north of Darebin. Changes from an urban corridor environment at Preston into a wide boulevard at Reservoir/Bundoora.
- Is envisaged to accommodate a mix of commercial and higher density residential development to support more efficient and accessible public transport. This will support revitalised activity centres at The Junction—South Preston, Tyler Street, Summerhill Village and Lancaster Gate, and support La Trobe University.

St Georges Road

- Boulevard corridor with multiple infrastructure roles, providing transport (arterial road, tram route, regional cycling link) and metropolitan water supply and communications.
- Is envisaged to transition to a more intensive mix of uses, especially residential. The corridor will evolve and build on the strengths of each precinct's local character and activity to enhance the sense of place and vitality of the corridor. Includes the emerging Oakover Village Activity Centre as place for mixed use renewal.

Bell Street

- Major east-west arterial road of regional significance and Darebin's busiest road, providing a high exposure frontage for business and commercial uses.
- The section of Bell Street that extends through Darebin has a boulevard configuration and opportunities for streetscape enhancements to improve amenity and sense of place.
- Is envisaged to develop a greater mix of land uses, including employment and housing in various contexts, at a range of densities.

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- Council advocates for grade separation of the road and rail at Bell Station to address congestion on Bell Street and opportunities for transit-oriented development.

Heidelberg Road and Mahoneys Road

- Key east-west transport routes and interfaces to adjoining municipalities. Both corridors attract commercial activity due to frontage exposure.
- Heidelberg Road is experiencing a greater rate of change with renewal of industrial land for a mix of uses.

Further strategic work is required in these corridors.

Strategic Redevelopment Precincts

These are specific areas earmarked to accommodate significant levels of new development, generally at a higher intensity and density.

Strategic planning of these areas should harness the higher capacity for development and encourage new housing at a range of densities, as well as commercial and recreational uses as appropriate to service existing and emerging communities.

The Junction – South Preston

- Identified as a key urban renewal area transitioning from predominantly industrial land to a higher density mixed use precinct. The area is characterised by a mix of commercial, retail and industrial properties fronting Plenty Road and High Street.
- Tram service along Plenty Road, Thornbury and Bell train stations within short walk, and proximity to Preston Central and High Street Thornbury enhances the Junction's suitability for higher density developments and opportunities for affordable housing.

Summerhill Village

- Identified for redevelopment and regeneration to create an improved neighbourhood centre, upgrading existing post-war retail developments, most of which are at the end of their commercial life, to a vibrant and viable modern 'town centre' layout and form.
- Redevelopment is envisaged to include greater integration of land uses, and intensification of urban form with new housing opportunities. Increased residential activity in the precinct will support and complement the neighbourhood centre retail role.

Oakover Village

- Identified as an emerging new neighbourhood centre, centred around the St Georges Road Strategic Corridor.
- Council envisages a coordinated and staged redevelopment of several key sites to create a high-amenity urban village, with new commercial opportunities and higher density residential development. This leverages the locational advantages of the precinct in relation to public transport (train and tram routes), and local facilities such as Ray Bramham Gardens and the Northern Metropolitan Institute of Melbourne Polytechnic Preston Campus.

Objectives, Strategies and Implementation

The land-use planning vision for Darebin will aim to balance response to issues and influences affecting the municipality as described in Clause 21.01 with representation of community values and goals, and broader municipal social, environmental and economic goals such as those in the Council Plan.

However, the vision for the purposes of this Municipal Strategic Statement must remain focussed on matters that can be achieved through land-use planning, and be consistent with the objectives and strategies of the State Planning Policy Framework.

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The following land use planning vision is expressed under four interrelated key land use elements – Environment, Housing, Economic Development and Transport and Infrastructure – reflecting the key issues facing the municipality. The key elements provide a basis for more detailed objectives, strategies and implementation measures set out in Clauses 21.02-21.05. Each element has been divided into the following sections:

Overview	Provides a context and discussion of how issues have been addressed.
Objectives	The general aims or ambitions for the future use and development of an area responding to key issues identified, i.e. What Council wants to achieve
Strategies	The process by which the current situation will be moved towards its desired future to meet the objectives, i.e. How Council will achieve the objectives
Implementation	The means by which the strategies will be implemented.
The Implementation section has been divided into four parts	
<i>Policy Guidelines</i>	The means of implementing strategies by use of local policies and the exercise of discretion in decision making under the planning scheme.
<i>Application of zones and overlays</i>	The means of implementing strategies through the application of zones, overlays and their accompanying schedules.
<i>Further strategic work</i>	The means of implementing strategies through further strategic work.
<i>Other actions</i>	The means of implementing strategies through other actions of Council.

All objectives, strategies and means of implementation must be read in context with those contained in the other elements and the other relevant sections of the scheme.

There are many objectives that may fall into more than one element, however each has been included in the most relevant element to avoid repetition.

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21-02
31/08/2017
G642

ENVIRONMENT

This Clause provides local content to support Clause 11.03 (Open Space), Clause 12 (Environmental and Landscape Values), Clause 13 (Environmental Risks), Clause 14 (Natural Resource Management) and Clause 15 (Built Environment and Heritage) of the State Planning Policy Framework.

21-02-4
15/10/2015
G138

Strategic Environment Framework

‘The environment’ encompasses all the circumstances, objects or conditions that surround us as we live, work and recreate – from the climate, soil, water and other living things to open spaces, buildings, and urban streetscapes. In land use planning, ‘natural’ and ‘built’ environments are generally distinguished separately as they are in the objectives. However, they are interconnected in how they interface and collectively contribute to the experience of life in Darebin. Council supports an approach to natural and built environments that:

- Protects and enhances natural environmental assets, in particular creek and habitat corridors, and manages visual and physical impacts from land use and development in a way that does not preclude accessibility and, where appropriate, the physical and visual integration between urban and natural environments.
- Promotes urban environments and open spaces designed for liveability and environmental sustainability, and making a positive contribution to the health and wellbeing of Darebin residents, workers and visitors.
- Recognises and protects areas and sites of natural, cultural and built heritage value.

Objectives and strategies for these are set out in the clauses below.

21-02-2
25/01/2023
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Natural Environment

Overview

Areas of natural environmental significance in Darebin include native grasslands at Central Creek Reservoir and Cherry Street Macleod; two major creek systems (Merri and Darebin); significant remnant vegetation (River Red Gums at Mount Cooper and Bundoora Park); and native habitat forest (Gresswell Forest and Hill, and La Trobe Wildlife Sanctuary) which also support significant native animal species.

The Merri and Darebin Creeks, Gresswell Habitat Link and Hurstbridge Rail Reserve provide a cohesive network of natural spaces and corridors. Appropriate landscape and water management on land adjoining this network can contribute to the protection of these habitats. Additionally, areas around Darebin and Merri Creeks that are popular for recreation, cycling and walking require planning to ensure they are safe spaces to access.

Refer to the Strategic Framework Plan at Clause 21.01-6 showing areas of natural environment significance.

Key Issues

- Protection of remnant natural areas in Darebin from the impacts of development.
- Pressure for redevelopment of residential creek-side lots.
- Impact of industrial development on creek-side environs with regard to location of storage areas, car parking and design of the built form.
- Maintaining long term protection of remnant native vegetation in estates such as Springthorpe in Macleod and Mt. Cooper and Lancaster Gate in Bundoora.
- Impacts of land use activities on local and regional waterways through substances released into the stormwater system, run-off from roads, and litter.

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- Maintaining a cohesive network of linked natural spaces and corridors to provide havens and corridors for wildlife and enhance water quality in the creeks.
- Balancing the need for preserving a natural landscape feel with the need for passive surveillance at interfaces between natural and built environments.

Objective 1 – Protect and Enhance

To protect, maintain and enhance Darebin’s natural environment including the major creek systems:

Strategies

- Ensure that remnant vegetation is identified and conserved.
- Ensure that places and areas of natural heritage significance are conserved and enhanced.
- Encourage the use of indigenous vegetation and planting on private and public land to increase biodiversity.
- Manage landscapes in ways that contribute to the creation of a more ecologically sustainable natural environment.
- Ensure development of urban areas maintains or improves river and wetland health, waterway protection and flood plain health through appropriate stormwater and overland flow management and integrated water management planning of precincts.
- Provide for a consistent and coordinated planning approach to protect, maintain and enhance the natural, landscape, cultural and built character of the Darebin and Merri Creek environs.

Objective 2 – Interfaces

To achieve a balance between the protection of the natural environment and the safety and surveillance objectives of recreational users of public open space:

Strategies

- Ensure that land use and development is compatible and appropriately integrated with areas of natural heritage and environmental significance.
- Ensure that development adjacent to the Darebin and Merri Creeks retains and enhances each creek’s unique contribution to the community and wider ecology.
- Balance the need to ensure the aesthetic impact of development adjacent to creeks is sensitive to existing creek environs, view lines and landscape works with the need to provide passive surveillance over creek-side environs, particularly around access points to public land and along pedestrian and cycling pathways.
- Consider fencing strategies for development adjacent to parks and reserves, which ensures fencing not only defines the transition from public to private realm but promotes good surveillance.
- Ensure development of private land adjoining the perimeter of Bundoora Park is designed and orientated to provide frontage to the park and avoid high fencing and expanses of wall at the park interface. Development should provide visual and physical connections to the park (via active frontages with appropriate land uses at ground level, pedestrian paths and links, and windows, terraces/balconies orientated to overlook the park) wherever possible.

Implementation

The strategies in relation to natural environment will be implemented through the planning scheme as follows:

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Policy Guidelines

Apply Clause 22.03 Darebin Creek – Adjacent Land Design and Development in considering applications for development or subdivision of land adjacent to Darebin Creek.

Application of Zones and Overlays

- Apply the Public Conservation and Resource Zone over the Gresswell Habitat Link, Gresswell Forest Nature Conservation Reserve and Central Creek Grasslands.
- Apply Vegetation Protection Overlays to provide for the long term preservation of significant vegetation on the Mount Cooper, Springthorpe and Lancaster Gate Estates and the former Kingsbury Centre.
- Apply Environmental Significance Overlays to protect remnant vegetation sites and other areas of identified environmental significance.
- Apply Design and Development Overlays over private and public land adjacent to the Darebin and Merri Creeks to manage the impact of development on and provide appropriate interfaces with creek-side areas.
- Apply the Urban Floodway Zone and Land Subject to Inundation Overlay provisions as appropriate around waterways to minimise flood-related soil erosion, sedimentation and silting and to protect water quality.

Further Strategic Work

- Review the application of the Urban Floodway Zone along parts of the Merri, Darebin and Edgars Creeks.
- Review the Environmental Significance Overlays along Darebin Creek and Merri Creek to ensure that the boundary of each overlay covers areas where development is likely to have an impact on the creek environs.
- Review the Darebin Creek Design and Development Guidelines (2000) to inform preparation of a Design and Development Overlay for land adjacent to Darebin Creek.
- Review the Development Guidelines for Merri Creek (Merri Creek Management Committee, 2004) to inform preparation of a Design and Development Overlay for land adjacent to Merri Creek.
- Include an integrated water management plan and ecological improvement initiatives for Darebin Creek in the formulation of the Northland Structure Plan.

Reference Documents

Bundoora Park Master Plan 2012

Central Creek Grassland 5 Year Management Plan 2011-2016

Darebin Creek, Design and Development Guidelines, City of Darebin, 2000

Darebin Litter Plan 2011-2013

Darebin Open Space Strategy, 2007-2017 (2008)

Darebin Development Contributions Plan 2019 (September 2022)

Development Guidelines for Merri Creek, Merri Creek Management Committee, 2004

Lower Darebin Creek Concept Plan, Parks Victoria/Melbourne Water, 1996

Merri Creek and Environs Strategy 2009-2014, Merri Creek Management Committee, 2009

Springthorpe Conservation Plan, February 2001

Springthorpe Tree Conservation Plans

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Watershed: Towards a Water Sensitive Darebin, Darebin City Council Whole of Water Cycle Management Strategy 2015-2025

Watershed: Towards a Water Sensitive Darebin, Implementation Plan 2015-2025

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Built Environment

Overview

The design and quality of the built environment, including buildings, public spaces, infrastructure and streetscapes plays an important role in enhancing civic pride, liveability and social connectedness, and provides opportunities for creating a more sustainable city.

Good urban design acknowledges the collective impact of development both within and beyond the boundaries of individual sites and enables positive outcomes for the public realm that enhance people’s wellbeing and experience of the built environment.

Darebin City Council is committed to environmental sustainability and actively encourages sustainably designed buildings that reduce energy consumption and water use, encourage recycling and sustainable transport and that use recycled and sustainable materials.

Key Issues

- Achieving high-quality design in development across a variety of urban environments, including activity centres and industrial/employment precincts.
- Impacts of large-scale development on streetscape amenity and pedestrian experience, and increased reliance on the public realm in providing visual appeal and amenity.
- How design might improve the interface and interaction of new developments with the public realm (including parks and open spaces).
- Incorporating Environmentally Sustainable Design (ESD) principles in the design and development of built environments and strengthening requirements at planning permit stage.
- Striking a balance between the understandable need for businesses to advertise and community expectations for an environment devoid of unattractive visual clutter.

Objective 1 – Urban Design Excellence

To ensure development in Darebin exhibits good urban design and provides distinctive, attractive and engaging places in which to reside, visit or work.

Strategies

- Encourage high quality design and buildings that respond to characteristics of the locality.
- Develop and implement detailed design guidelines for areas where substantial housing change and growth is encouraged.
- Ensure that important public views and vistas, where identified in a strategy or guideline adopted by Council, are recognised, protected and enhanced.
- Apply urban design principles when developing structure plans, land use strategies, and urban design guidelines.
- Promote land use and development in activity centres, strategic corridors and strategic development precincts in accordance with adopted Structure Plans, precinct plans or strategies.
- Ensure development in activity centres, strategic corridors and strategic development precincts:
 - is responsive to its environment with a high quality appearance
 - promotes an urban scale and character that is appropriate to the role and function of the activity centre or strategic corridor precinct

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- encourages consolidation of commercial areas along strategic corridors to create strong, vibrant hubs to serve the local community
- manages negative off-site impacts and interface issues with surrounding sensitive land uses
- promotes visual and physical improvements to the public realm
- encourages a safe and accessible environment for pedestrians, cyclists, public transport users and motorists.
- Ensure that development in industrial and commercial areas:
 - achieves a high standard of building design and provides for suitable landscaping and treatments to improve the visual character, function and layout of such areas
 - minimises the impact of traffic, noise and emissions from industrial land uses on the amenity of surrounding residential areas
 - reduces and minimises conflict between industrial and non-industrial land uses.
- Encourage streetscape upgrades and street tree planting, particularly in areas where Substantial Housing Change is envisaged.
- Collect development contributions from private development for streetscape upgrades.
- Undertake streetscape upgrades to Edwardes Street, Broadway and other streets in Reservoir Activity Centre.

Objective 2 – Safe Urban Environments

To promote safety through well-designed and well-maintained urban environments:

Strategies

- Encourage designs that incorporate elements that promote safety, such as clear sightlines, safe movement, passive surveillance, good connections, good access, mixed-use and activities that promote public use.
- Ensure that public spaces, access routes and areas in the vicinity are attractive, safe, uncluttered and work effectively for all.
- Ensure new retail and/or mixed-use development incorporates verandahs over footpaths where appropriate.
- Ensure that buildings at ground level provide active frontages and a high level of pedestrian amenity.
- Encourage day and evening activity in activity centres, other precincts and key development.
- Consider the above strategies in assessments and when developing strategies and urban design guidelines.

Objective 3 – Environmentally Sustainable Design

To promote and facilitate development that incorporates best practice environmentally sustainable design and promotes sustainable living and business practices:

Strategies

- Encourage the adaptive reuse of buildings to reduce the amount of waste going to landfill.
- Encourage the design of new and retrofitted buildings and public spaces to incorporate high standards of energy efficient design, water sensitive urban design, sustainable transportation, waste reduction and protection of biodiversity.
- Promote the integration of land use and sustainable transport (walking, cycling and public transport) in accordance with the strategies in Clause 21.05-1.

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- Encourage best practice industrial and commercial development to minimise amenity impacts and achieve long term environmental sustainability.
- Require the preparation of Sustainable Design Assessments and Sustainability Management Plans for residential and non-residential development as part of the planning permit approval process.

Objective 4 – Signage

To ensure signage is integrated into development and streetscapes:

Strategies

- Minimise visual clutter and prevent the proliferation of signs, particularly along major gateways, road reservations, commercial/retail areas and industrial estates.
- Ensure that outdoor signage presents a coordinated and high quality image.
- Ensure outdoor signage is located on the land to which it relates.
- Encourage simple, clear, consistent and non-repetitive advertising that is displayed in appropriate locations and planned as an overall signage package for a site.
- Ensure outdoor advertising is appropriate with regard to the architectural design of buildings on which signs are displayed.
- Incorporate outdoor advertising into the design of new buildings and major renovations and ensure signage is planned for at the beginning rather than at the end of development.

Implementation

The strategies in relation to built environment will be implemented through the planning scheme as follows:

Policy Guidelines

- Apply Clause 22.01 Junction Framework Plan in considering applications for use and development in the Junction Strategic Development Precinct.
- Apply Clause 22.04 Industrial and Commercial Activity in considering applications for use and development in the Industrial 1, Industrial 3 and Commercial 2 Zones.
- Apply Clause 22.05 High Street Corridor Land Use and Urban Design in considering applications for use and development in the High Street corridor.
- Apply Clause 22.06 in considering applications for Residential or Mixed Use Development in a Residential Growth Zone, Mixed Use Zone, Commercial Zone, Priority Development Zone and, where considered relevant, General Residential Zone.
- Apply Clause 22.08 Northcote Activity Centre in considering applications for use and development in the Northcote Activity Centre.
- Apply Clause 22.09 Preston Central (Incremental Change) in considering applications development in residential precincts of the Preston Activity Centre.
- Apply Clause 22.12 Environmentally Sustainable Development in considering applications for residential and non-residential development.

Application of Zones and Overlays

- Apply the Activity Centre Zone to activity centres, incorporating urban design frameworks and guidelines.
- Apply the Design and Development Overlay to ensure that key public views and vistas are protected and enhanced.

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- Apply the Design and Development Overlay to sites and precincts to achieve specific desired built form outcomes, design principles and treatment of interfaces (as required by structure plans, strategies, or site studies);
- Apply Design and Development Overlays along strategic corridors to achieve high quality development in accordance with relevant urban design frameworks;
- Apply the Development Plan Overlay to strategic redevelopment sites and precincts.

Further Strategic Work

- Develop an Environmentally Sustainable Development Strategy that will:
 - establish a framework to coordinate the various environmental policies of Council and provide strategic directions for energy efficiency, waste management and integrated water management
 - set design guidelines for achieving sustainable development that minimises energy and water consumption and encourages reuse of water and waste; and
 - provide the basis for other planning measures such as overlays for achieving sustainable development at both site and precinct scale.
- Prepare and implement Urban Design Frameworks and guidelines for development in:
 - Northland Activity Centre
 - Reservoir Activity Centre
 - Miller-on-Gilbert Neighbourhood Centres
 - Heidelberg Road Corridor
 - The Junction—South Preston and Oakover Village Strategic Redevelopment Precincts.
- Review the *Preston Structure Plan 2006 (as amended)* and *Northcote Structure Plan (2007)* to ensure the strategic directions in these plans address contemporary issues and reflect the broader strategic vision for municipal growth and change.
- Review the *High Street Urban Design Framework (2005)* and implement Design and Development Overlay controls for intermodal areas of High Street.
- Review the *Bell Street Corridor Strategy (2006)* and implement Design and Development Overlay controls to encourage high quality development along the Bell Street Corridor.
- Identify important public views and vistas in the municipality.
- Explore opportunities to incorporate public art elements in high profile developments.
- Identify and support the delivery of streetscape upgrades in Substantial Housing Change areas.

Reference Documents

Bell Street Corridor Strategy, Hansen Partnership, 2006
 Climate Change and Peak Oil Adaptation Plan, 2009
 Community Climate Change Action Plan 2009-2020
 Community Health and Wellbeing Plan 2009-2013
 Darebin Community Safety Strategy 2012-2016
 Darebin Housing Strategy 2013 (revised 2015)
 Darebin Waste and Litter Strategy 2015-2025
 Fairfield Village Built Form Guidelines, 2017 (amended 2019)
 Green Streets Strategy 2013

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- High Street Urban Design Framework and High Street Study Precinct Guidelines, 2005
- Norhteote Activity Centre Structure Plan, 2007, and Medium and Low Change Residential Areas Precinct Guidelines, 2008
- Northland Residential Neighbourhood Precinct Structure Plan, 2014
- Plenty Road Integrated Land Use and Transport Study, 2013
- Preston Central Structure Plan 2006 (as amended) and Urban Design Framework and Guidelines, 2006
- Reservoir Structure Plan, 2012
- Residential Built Form Guidelines, 2014
- Urban Design Guidelines for Victoria, 2017
- Urban Design Charter for Victoria, 2010
- Urban Design Framework 2015 St Georges Road and Plenty Road Corridors
- Watershed: Towards a Water Sensitive Darebin, Darebin City Council Whole of Water Cycle Management Strategy 2015-2025
- Watershed: Towards a Water Sensitive Darebin, Implementation Plan 2015-2025

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Heritage

Overview

Darebin municipality’s rich and diverse natural heritage and history of human settlement, from pre-contact inhabitation, through European colonisation to the modern era, has created a heritage fabric characterised by many layers and types of significance.

The extensive stock of older buildings can provide opportunities for redevelopment that demonstrate principles of cultural and ecological sustainability, possibly through adaptive reuse, urban design and architectural excellence. Some heritage places have the potential to increase and enhance local and regional tourism opportunities.

Key Issues

- Providing a balance between conservation needs and capacity for new infill development within heritage precincts to deliver a good design outcome.
- Balancing diversity of experience and conservation of biodiversity values around natural heritage assets.

Objective 1 – Heritage Places and Areas

To ensure that places and areas of cultural and natural heritage significance are conserved and enhanced:

Strategies

- Encourage the retention of any significant original fabric in development proposals.
- Discourage demolition or relocation of locally significant heritage buildings.
- Encourage appropriate use of heritage places in keeping with heritage significance.
- Identify and protect sites of identified Aboriginal cultural heritage significance.
- Identify and protect sites of natural heritage significance.

Objective 2 – Development and Heritage

To promote sympathetic infill and redevelopment of heritage places and areas:

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Strategies

- Ensure development within heritage areas is sympathetic with the heritage character of the area:
- Ensure that redevelopment of heritage buildings and areas is visually compatible with existing forms:
- Promote innovative responses that makes a positive contribution to the heritage places and areas:
- Facilitate designs that are sensitive to heritage and urban character:
- Require conservation management plans for key sites prior to approval and commencement of works:

Implementation

The strategies in relation to heritage will be implemented through the planning scheme as follows:

Application of Zones and Overlays

- Apply the Heritage Overlay to places of local, regional, State or national heritage significance:
- Apply the Environmental Significance Overlay to places of natural heritage significance and culturally significant landscapes, trees and/or vegetation:

Further Strategic Work

- Review the Darebin Heritage Strategy, which should include the development of design guidelines on demolition and redevelopment of heritage places, and provide the strategic basis for development of a local policy to guide decision making:
- Prepare a Natural Heritage Study to identify sites of natural heritage significance and form strategies for ongoing conservation and management:

Reference Documents:

- City of Darebin Heritage Study: Volume 3, Historic Heritage Places, 2011
- City of Darebin Heritage Study: Volume 4a, Preston Central Heritage Assessment, Key Findings and Recommendations, 2008
- City of Darebin Heritage Study, Volume 4b, Preston Central Heritage Place Citations, 2008
- Darebin Heritage Review Volumes 1, 2, & 3, 2000
- Darebin Housing Strategy 2013 (revised 2015)
- City of Darebin Citations for Individually Significant Buildings, 1996
- Fairfield Village Heritage Assessment 2017 (amended 2019)

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Open Space

Overview

Access to and enjoyment of open space is a key contributor to quality of life and local amenity. Council aims to improve the quality of open space and encourage the use and development of waterways and linkages. Priorities for managing open space are guided by the Darebin Open Space Strategy 2007-2017, which identifies and categorises open spaces by state down to local role, and the range of functions each space should fulfil.

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Key Issues

- Darebin is a developed municipality with limited opportunities for creating additional open space. Existing open space is highly valued by the community.
- Provision of sufficient open space, particularly in higher density living precincts where there is higher reliance on for communal facilities for outdoor activities and recreation.

Objective

To provide a safe, accessible and high quality open space network that is equitably distributed across the municipality.

Strategies

- Encourage opportunities for public and communal open spaces adjacent to the creek environs.
- Protect and enhance existing open spaces where possible.
- Encourage linear open space linkages along waterways including pedestrian and bicycle access.
- Include provision for acquisition and improvement of open space in Development Contributions Plans.
- Consider opportunities for ‘greening’ in areas of higher density development, including alternative to traditional ground level landscaping e.g. green roofs and walls.

Implementation

The strategies will be implemented through the planning scheme as follows:

Application of Zones and Overlays

- Apply the Public Park and Recreation Zone to all municipal reserves.
- Apply the Public Conservation and Resource Zone to undeveloped municipal reserves which contain significant levels of indigenous vegetation or high biodiversity values.
- Apply the Heritage Overlay to open space of recognised cultural and social heritage value.

Further Strategic Work

- Review and rezone public open space in accordance with relevant strategies.
- Review the Environmental Significance Overlays along Darebin Creek and Merri Creek to ensure that the boundary of each overlay covers areas where development is likely to have an impact on the creek environs.
- Undertake an assessment of the heritage significance of the City’s older reserves as a basis for conservation planning and management, including Oldis Gardens, Johnson Park, LW Williams Reserve, JS Grey Reserve, Adam Reserve, Batman Park, Penders Park and AG Davis Reserve.

Reference Documents

Bundoora Park Precinct Master Plan, 2012

Darebin Open Space Strategy, 2007-2017 (2008)

Darebin Development Contributions Plan 2019 (September 2022)

Leisure Strategy 2010-2020

Playspace Strategy 2010-2020

DAREBIN PLANNING SCHEME

24-02-6

31/08/2017
GG42**Environmental Risk****Overview**

Environmental risk in land use planning encompasses a broad range of issues, including the efficient management and protection of natural resources, dealing with contaminated land and developing resilience to impacts of climate change and peak oil.

Key Issues

- Consideration in planning strategies and permit assessments about potential environmental risks, such as land contamination, noise and air pollution, as well as the impacts of climate change including flooding, soil erosion, wildfire and heatwaves.
- Efficient management and protection of natural resources and ensuring risks of contamination, soil erosion, oil spill and industrial runoff into water bodies are considered in assessments.

Objective

To ensure appropriate development in areas prone to environmental risk.

Strategies

- Require assessment of environmental risk, and as appropriate require environmental audits be undertaken, where a sensitive use is proposed on potentially contaminated land.
- Assess risk prior to development in flood prone areas, in accordance with relevant flood management plans.

Implementation

The strategies in relation to environmental risk will be implemented through the planning scheme as follows:

Application of Zones and Overlays

- Apply the Environmental Audit Overlay to potentially contaminated land that may be used for sensitive uses in accordance with the requirements of *Ministerial Direction No.1 – Potentially Contaminated Land*.
- Apply the Special Building Overlay to land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.

Further Strategic Work

- Compile a register of non-conforming industrial sites for which a change to a sensitive land use is likely, with a view to applying the Environmental Audit Overlay.
- Develop a local planning policy for consideration of use or development of land which has potential for contamination to ensure proposed uses and developments are suitable, and require remediation of contaminated land to a level that is compatible with the desired future uses of the site.

Reference Documents

Climate Change and Peak Oil Adaptation Plan, 2009

Ministerial Direction No.1 – Potentially Contaminated Land

Watershed: Towards a Water Sensitive Darebin, Darebin City Council Whole of Water Cycle Management Strategy 2015-2025

Watershed: Towards a Water Sensitive Darebin, Implementation Plan 2015-2025

DAREBIN PLANNING SCHEME

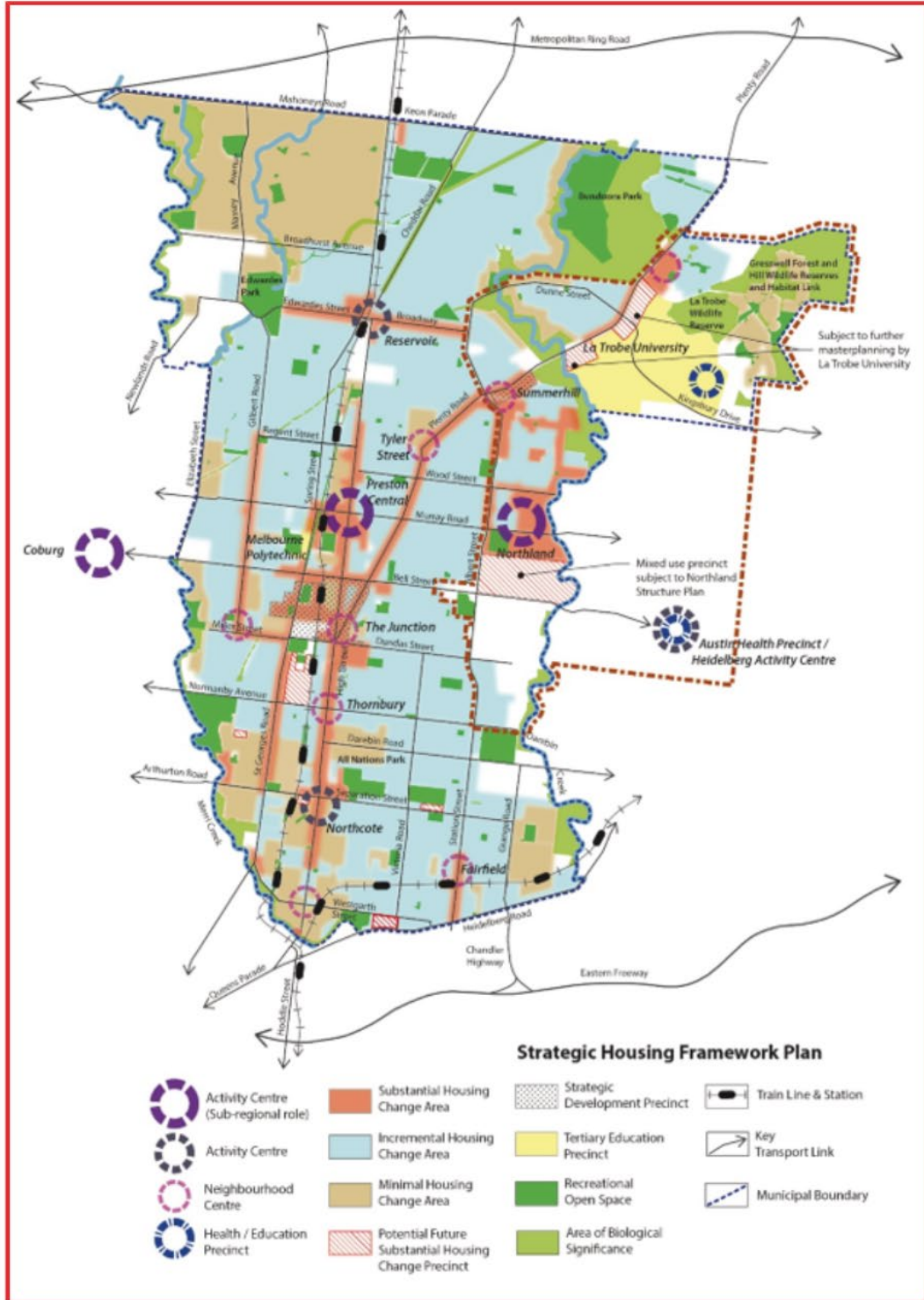
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HOUSING

This Clause provides local content to support Clause 11 (Settlement) and Clause 16 (Housing) of the State Planning Policy Framework.

24.03-4
29/03/2018
G480

Strategic Housing Framework



DAREBIN PLANNING SCHEME

Council recognises that housing is fundamental to wellbeing, standard of living and quality of life. Housing is more than just the physical dwelling; it is also about environments, people and places where citizens want to live and become involved in the community. Darebin is undergoing strong population growth and significant demographic change. This places considerable pressure on existing housing and requires careful consideration of where additional housing growth can best be accommodated.

Council supports a vision of housing that:

- Balances the needs of current as well as future residents
- Is affordable, equitable and accessible for all residents
- Exhibits best practice environmental design and urban design excellence
- Is appropriate to its location
- Is considerate of its context
- Provides for diverse housing needs and preferences.

Objectives, strategies and policy guidelines to achieve the strategic vision for housing are outlined in the clauses below:

Strategic Housing Framework Plan

The Strategic Housing Framework Plan illustrates the directions for residential land use and development in Darebin as set by the *Darebin Housing Strategy 2013 (Revised 2015)*. This framework provides greater certainty as to where growth and change can be expected and the preferred scope of housing change in terms of the intensity and type of residential development to be encouraged in different areas:

The framework plan identifies activity centres, and strategic corridors and redevelopment precincts such as The Junction – South Preston, High Street, Plenty Road, St Georges Road, Bell Street and areas within the La Trobe National Employment Cluster as having the capacity to accommodate residential uses at a range of densities:

The framework plan also identifies three Housing Change Areas, which apply to all land in the municipality that currently has a zoning that permits residential uses. These housing change areas are:

Minimal Housing Change

Residential areas that have a limited capacity to accommodate future residential development. Minimal Change Areas do not prohibit all residential development, but seek to allow a modest level of development that respects the type, scale and character of the area. Minimal Change Areas are sites and precincts that generally display one or more of the following characteristics:

- Are Heritage Overlay precincts
- Are identified in the *Darebin Neighbourhood Character Study (2007)* as ‘potential Neighbourhood Character Overlay areas’
- Have a highly intact pattern of subdivision in favour of detached dwellings on individual lots, generally evidenced by more than 80 per cent of housing stock having this attribute
- Have a strong neighbourhood character, evidenced by a high degree of consistency in architectural style and streetscape, in particular where 80 per cent or more of the housing stock is consistent with precinct descriptions in the *Darebin Neighbourhood Character Study (2007)*, and where restoration of original housing stock is prevalent
- Have identified environmental or landscape significance, including land with frontage to Creek bodies
- Excluding heritage precincts, are located:

DAREBIN PLANNING SCHEME

- outside an 800-metre walkable catchment of an activity centre
- generally outside an 800-metre walkable catchment of train, tram or SmartBus services.

Incremental Housing Change

Residential and commercial areas that have the capacity to accommodate a moderate level of residential development over time. It is expected that the general character of Incremental Change Areas will evolve over time as new yet modest types of development are accommodated. Incremental Change Areas generally display one or more of the following characteristics:

- A diversity of housing stock, diversity of lot sizes and a more varied neighbourhood character. Typically areas include some medium density and small apartment development, but the predominant dwelling stock is single to double storey dwellings.
- Have some stand-alone or small clusters of heritage sites, including along strategic corridors, however are generally unaffected by extensive heritage recognition.
- Are located:
 - within an 800-metre walkable catchment of an activity centre
 - generally within an 800-metre walkable catchment of train, tram or SmartBus services.

Certain Incremental Housing Change areas should only be considered suitable for limited scale and density of residential development. These are areas which:

- Are generally outside of an 800-metre walkable catchment to an activity centre, train station, tram route or SmartBus route.
- Have experienced a modest degree of infill residential development which precludes their classification as minimal change areas.

Substantial Housing Change

Residential, commercial and designated activity centres that have the capacity to accommodate substantial residential development over time. Substantial Change Areas will support increased residential densities and increased housing diversity. It is expected that the character of these areas will change substantially in the future.

Substantial Change Areas generally display one or more of the following characteristics:

- Have an evolving character where there is an eclectic mix of new and old forms of architectural style and housing typologies. This includes more recent apartment developments at higher densities and in mixed-use formats.
- Are identified locations for increased residential densities to support economic investment and growth in the La Trobe National Employment Cluster.
- Are within or immediately adjacent to activity centres that possess superior access to the Principal Public Transport Network.
- Have a frontage to a strategic corridor.
- Are generally within 400 metres of a train station or tram route.

The scale and intensity of residential growth will differ across Substantial Change Areas depending on their strategic capacity to accommodate municipal growth and future housing needs as described at Clause 21.01-6. Generally, residential growth in Darebin adheres to the following hierarchy:

- Preston Central and Northland East Preston Activity Centres
- Reservoir and Northcote Activity Centres
- Neighbourhood Centres
- Strategic Corridors including Plenty Road and St Georges Road

DAREBIN PLANNING SCHEME

- Other substantial change areas as identified in the Strategic Housing Framework Plan.

Strategic Opportunity Sites

Strategic Opportunity Sites are sites that possess the following characteristics that make them suitable for residential and/or mixed use redevelopment at increased densities:

- Over 1000sqm in lot size
- In a zone that permits residential use
- Not constrained by a Heritage Overlay and/or Minimal Housing Change Area
- Displaying one or more of the more of the following favourable locational criteria:
 - within 500 metres of train station
 - within 400 metres of tram route
 - fronting a strategic corridor (High St, Bell St, Plenty Rd, St Georges Rd)
 - within a designated activity centre.

Strategic opportunity sites are not indicated on the framework plan. An indicative list of sites is provided in the *Darebin Housing Strategy 2013 (Revised 2015)*. It is envisaged that in addition to these sites, future sites that fulfil the above criteria can be identified and classified as Strategic Opportunity Sites.

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Housing Development

Overview

Population growth and demographic trends in Darebin are driving down average household size, increasing demand for additional housing and requiring different types and sizes of housing. With land constraints and a decline in the supply of vacant land across Darebin, housing demand will need to be met through intensification of existing urban areas. Housing development opportunities exist in and around activity centres, strategic corridors and strategic redevelopment precincts, near public transport, close to employment and services and on strategic opportunity sites identified in the *Darebin Housing Strategy 2013 (Revised 2015)*. By identifying these key locations suitable for more substantial growth and change, areas of special heritage, character and environmental qualities can be conserved, with minimal levels of change. In residential areas, there is also a need to accept and accommodate some non-residential activities at appropriate scale and format to service the needs of the local community.

Key Issues

- Population growth projections for 2011-2031 estimate an additional 30,300 new residents will call Darebin home; around 1517 new residents each year. This is expected to generate demand for approximately 13,600 additional dwellings over the next 20 years.
- Ageing of the population and a trend toward fewer people in each dwelling will place considerable pressure on existing housing.
- Vacant land has become relatively scarce in Darebin, declining from 1087 lots in 2004 to 623 lots in 2013. Infill redevelopment of existing lots and brownfield redevelopment are likely to be the primary area for accommodating future housing growth in Darebin.
- Challenge is accommodating the required increase in dwellings in locations with good public transport access, while conserving and enhancing the valued character and heritage qualities of residential areas.
- Housing in suitable locations proximate to public transport will reduce car dependency and promote more walking and cycling and contribute to better health and wellbeing.

DAREBIN PLANNING SCHEME

- Challenge in ensuring where housing development opportunities can be maximised, that this does not come at the expense of amenity, safety, accessibility and connectivity in and around those places:
- As population increases along with demand for services, there is a need to achieve a balance between wider community benefit and potential amenity impacts of non-residential uses in residential areas:

Objective 1 – Housing Provision

To facilitate housing development that has an appropriate scale and intensity in locations across the municipality.

Strategies

- Encourage housing development in accordance with the Strategic Housing Framework Plan as follows:
 - In Minimal Housing Change Areas, encourage housing development that is consistent with the type, scale, style and prevailing character of the area and allows for minimal housing growth and change over time
 - In Incremental Housing Change Areas, encourage housing development and diversity that is generally consistent with the character of the area and responsive to varying local conditions, allowing for moderate housing growth and diversification over time
 - In Substantial Housing Change Areas, encourage a variety of housing typologies at increased densities and to discourage underdevelopment, with the scale of development appropriate to precinct characteristics and context as identified by a structure plan or adopted policy of Council, and generally in accordance with the hierarchy of residential growth identified at Clause 21.03-1
 - On Strategic Opportunity Sites, encourage housing development at increased densities and discourage underdevelopment, with the scale and style of development responsive to location and context:
- Ensure that the design of development at interfaces between Substantial Change and Incremental or Minimal Change Areas, or between Incremental and Minimal Change Areas, provides a sensitive transition, with particular consideration given to:
 - Design and layout which avoids unreasonable amenity impacts on adjoining sensitive residential interfaces due to overshadowing, loss of privacy and unreasonable visual intrusion
 - Site orientation, layout and topography in determining the appropriate built form envelope and in assessing the impact of proposed development on adjoining amenity
 - Sympathetic response to the identified values of any adjoining heritage overlays:

Objective 2 – Housing density

To achieve higher density housing outcomes in identified locations to accommodate Darebin’s projected population growth:

Strategies

- Support a diversity of housing types, sizes, designs and configurations and support redevelopment at higher overall densities in Substantial Housing Change Areas and on Strategic Opportunity Sites, as identified in the Strategic Housing Framework Plan.
- Discourage underdevelopment of areas that are identified as Substantial Housing Change Areas and on Strategic Opportunity Sites:
- Encourage lot consolidation in Substantial Housing Change Areas, to facilitate increased densities, efficient use of land and to facilitate sustainable design outcomes:

DAREBIN PLANNING SCHEME

- Support low-scale medium-density housing development that respects existing neighbourhood character in Incremental Housing Change Areas, particularly in areas that are in proximity to shops, facilities, services and transport.
- Encourage housing development in the Preston Central, Northland East Preston, Northcote and Reservoir Activity Centres in accordance with Structure Plans and related zone and overlay provisions in this Planning Scheme.
- Encourage intensive and innovative housing development to locate within or in proximity to activity centres and in strategic redevelopment precincts such as The Junction—South Preston, Summerhill Village and Oakover Village, in accordance with adopted Structure Plans and precinct plans.
- Encourage apartment development in the Northland residential neighbourhood precinct which extends from Murray Road in the Northland East Preston Activity Centre to (and including) Summerhill Road and between the Albert Street corridor and the Darebin Creek.
- Encourage new housing near retail and employment precincts and above ground floor level within these precincts.
- Encourage greater housing densities and mixed-use development along High Street, Plenty Road, St Georges Road and Bell Street.
- Encourage multi-level, mixed-use developments that incorporate contemporary designs, providing interesting architectural forms and creative urban design responses, including the development of landmark buildings that contribute to the distinctiveness and positive image of Darebin.
- Ensure new housing is located so as to allow pedestrian access to local services, employment and facilities, including commercial areas.

Objective 3 – Residential Amenity

To facilitate residential and mixed-use developments that display a high standard of design, limit off-site amenity impacts and provide appropriate internal amenity for residents.

Strategies

- Require a high standard of design (including architectural quality and environmentally sustainable design) be achieved in residential and mixed-use developments through the use of design and development overlays, urban design frameworks, development plans and local policies as appropriate.
- Ensure non-residential use and developments in residential zones are designed to minimise negative amenity impacts on the surrounding residential neighbourhood.
- Ensure mixed-use developments are designed to provide adequate amenity to residences on the site, minimising the need for screening and limiting unreasonable negative amenity impacts on surrounding residential uses.
- Ensure that housing development within and adjoining retail and employment areas is designed to minimise the potential for conflict between commercial and residential uses, including noise and operational considerations.
- Support the consolidation of retail and employment activities within activity centres.

Implementation

The strategies in relation to Housing Development will be implemented through:

Policy Guidelines

- Apply Clause 22.01 Junction Framework Plan in considering applications for housing in the Junction Strategic Redevelopment Precinct.

DAREBIN PLANNING SCHEME

- Apply Clause 22.02 Neighbourhood Character in considering an application for development and works on residential zoned land in Incremental and Minimal Change Areas covered by Neighbourhood Character Precinct Plan.
- Apply Clause 22.05 High Street Corridor Land Use and Urban Design in considering applications for residential development in the High Street Strategic Corridor, with the exception of the Northcote Activity Centre Local Policy Area.
- Apply Clause 22.06 in considering applications for Residential or Mixed Use Development in a Residential Growth Zone, Mixed Use Zone, Commercial Zone, Priority Development Zone and, where considered relevant, General Residential Zone.
- Apply Clause 22.08 Northcote Activity Centre in considering applications for residential development in the Northcote Activity Centre.
- Apply Clause 22.09 Preston Central (Incremental Change) in considering applications development in residential precincts of the Preston Activity Centre.
- Apply Clause 22.10 Bell Street Land Use in considering applications for residential and mixed use along the Bell Street Strategic Corridor.
- Apply Clause 22.12 Environmentally Sustainable Development in considering applications for residential and non-residential development.

Application of Zones and Overlays**Minimal Housing Change**

- Apply the Neighbourhood Residential Zone (NRZ) to land within Minimal Housing Change Areas, as identified in the Strategic Housing Framework Plan.

Incremental Housing Change

- Apply the General Residential Zone (GRZ) to residential land within Incremental Housing Change Areas, as identified in the Strategic Housing Framework Plan.
- Utilise the Schedule to the GRZ to vary requirements of Clauses 54 and 55 to encourage a lower scale and density of development in Incremental Change Areas that have reduced access to activity centres and public transport services.

Substantial Housing Change

- Apply the Priority Development Zone to the Preston Activity Centre to facilitate housing and mixed-use development opportunities in accordance with the Preston Central Structure Plan.
- Apply the Commercial 1 Zone to business zoned land within Substantial Housing Change Areas, to provide for commercial, retail, business, entertainment and community uses as well as residential development complementary to the role and scale of the commercial setting.
- Apply the Mixed Use zone (MUZ) to residential land within Substantial Housing Change Areas, which are within or close to commercial areas, activity centres and strategic corridors and precincts that are suited to a mix of residential development and compatible with commercial and retail activity, or where a building height of 5 more storeys is encouraged.
- Subject to appropriate built form guidelines and policies being in place, apply the Residential Growth Zone (RGZ) to residential land within Substantial Housing Change Areas, where residential uses are encouraged and a maximum preferred building height of 4 storeys is encouraged. The General Residential Zone will apply until appropriate built form guidelines and policies are in place in Substantial Change Areas.
- Apply Design and Development Overlays to land fronting the High Street, St Georges Road and Plenty Road Strategic Corridors to ensure new development achieves a desired scale of change and is sufficiently responsive to site context, transport conditions and any sensitive interfaces with other residential land and to ensure redevelopment in accordance with the High Street, St Georges Road and Plenty Road Urban Design Frameworks.

DAREBIN PLANNING SCHEME

- Apply Design and Development Overlays to key Residential Growth Zone precincts in Reservoir, around Northland Activity Centre in the La Trobe National Employment Cluster and in Station Street Fairfield to ensure high quality residential development outcomes which achieve a cohesive desired scale of change across a variety of site conditions and are sufficiently responsive to precinct specific requirements.
- Apply Schedule 21 of the Design and Development Overlay to land in Fairfield Village Neighbourhood Centre to encourage high quality residential development which achieves urban intensification while respecting and enhancing heritage places and the valued character of the centre.

Further Strategic Work

- Review Council's *Neighbourhood Character Study (2007)* and revise precinct areas and guidelines in accordance with the recommendations of the Darebin Housing Strategy and with a view to investigating the merits of the application of the Neighbourhood Residential Zone in identified "Potential Minimal Housing Change Areas".
- Investigate the merits of the application of the Residential Growth Zone in identified "Potential Future Substantial Housing Change Areas" and the preparation of appropriate built form guidelines and policies.
- Investigate the most appropriate suite of planning controls to achieve the desired outcomes on Strategic Opportunity Sites identified in the *Darebin Housing Strategy 2013 (Revised 2015)*.
- Develop a local policy to guide treatment of heritage places in Substantial Change Areas and to guide decisions regarding demolition of heritage places.
- Prepare and implement a Structure Plan for Northland East Preston Activity Centre.
- Prepare and implement Urban Design Frameworks and guidelines for development in:
 - Northland Activity Centre
 - Reservoir Activity Centre
 - Miller-on-Gilbert Neighbourhood Centre
 - Heidelberg Road Strategic Corridor
 - The Junction—South Preston and Oakover Village Strategic Redevelopment Precincts.
- Review the Northcote Structure Plan (2007) in accordance with the directions of the *Darebin Housing Strategy 2013 (Revised 2015)*.
- Review the Preston Central Structure Plan 2006 (as amended) in accordance with the directions of the *Darebin Housing Strategy 2013 (Revised 2015)*.

Other Actions

- Identify key indicators for monitoring housing trends.
- Review and update the municipal Development Contributions Plan Overlay and Capital Works 10 year budget to ensure ongoing efficacy to address local infrastructure needs and public realm improvements in accordance with residential growth outcomes.
- Work with utility providers to ensure residential growth trends and directions are factored into future infrastructure upgrades.

DAREBIN PLANNING SCHEME

24-03-3

01/06/2017
G437**Housing Diversity and Equity****Overview**

Housing is not merely ‘accommodation’. Housing is a fundamental need and essential element of community wellbeing. Housing development therefore needs to cater to diverse needs and preferences reflective of the diversity of the Darebin community across life stages, mobility and socio-economic situation. This includes provision of suitable housing for ageing residents, students, people with limited mobility, and low income households.

Housing affordability is a particular housing issue in Darebin. Lack of affordable housing and high rental prices can aggravate housing stress and homelessness. Housing affordability, income levels and demand for social and public housing are highly correlated. An increase in the supply of affordable housing could ease housing stress of low income earners and can decrease the demand for social housing.

Darebin’s proximity to the CBD, places of study and its extensive public transport network make it an ideal location for students and opportunities exist to increase the number of dwellings along transport corridors, especially, train and tram routes, to meet student housing needs and preferences.

Key Issues

- A significant proportion of the population is experiencing housing affordability issues with approximately 12.4 per cent of all rented households and 8.2 per cent of mortgaged households in Darebin in 2011 experiencing housing stress or at risk of housing stress, paying approximately 30 per cent or more of their income on rent or mortgage.
- Housing affordability and housing stress is exacerbated by housing supply shortages, both municipal and metro-wide.
- Over 500 people are homeless on any given night in Darebin. The rate of homelessness is around 40 in every 10,000 residents.
- Gentrification is expected to continue to drive an increase in the number of tertiary qualified residents and household incomes, resulting in upward pressure on housing demand and housing prices.
- An ageing population requires accessible homes and timely provision of services and facilities to meet the varying needs and choices of those individuals in suitable locations.
- A shortage of affordable student accommodation close to public transport and other services and facilities has led to inappropriate accommodation arrangements such as overcrowded rooming houses.

Objective 1 – Increase Diversity

To ensure that housing diversity is increased to better meet the needs of the local community and reflect demographic changes and trends.

Strategies

- Support a diversity of housing types, sizes, designs and configurations in areas identified for Substantial Housing Change and Strategic Opportunity Sites, as identified in the Strategic Housing Framework Plan.
- Promote the consolidation of lots, particularly in Substantial Housing Change areas, to enable developments that can accommodate a greater diversity of housing types.
- Encourage new residential apartment developments to include a mix of one, two and three bedroom dwellings in a variety of configurations to cater for a variety of household sizes and types.
- Encourage the development of a variety of forms of medium density housing, including villa style housing, townhouses and low scale apartment developments in appropriate locations.

DAREBIN PLANNING SCHEME

Objective 2 – Aged Care Accommodation

To encourage the provision of accessible and appropriate housing and accommodation for elderly residents:

Strategies

- Encourage and facilitate the provision of different types of aged care accommodation and facilities in areas identified for Substantial and Incremental Housing Change in the Strategic Housing Framework Plan.
- Provide adequate standards of building access to and within multi-level developments especially for the elderly and people with limited mobility.
- Encourage the provision of housing that meets or is adaptable to meet the needs of residents with limited mobility and residents ageing in place.
- Encourage aged care accommodation to develop in locations of high accessibility including activity centres and locations with convenient access to public transport.

Objective 3 – Student Accommodation

To encourage the provision of appropriately located student accommodation:

Strategies

- Encourage and facilitate the provision of different types of student accommodation in areas identified for Substantial and Incremental Housing Change in the Strategic Housing Framework Plan.
- Encourage major educational institutions to develop on-site student accommodation.
- Encourage student accommodation in locations accessible to public transport and within walking distance to La Trobe University and Melbourne Polytechnic.

Objective 4 – Affordable and Social Housing

To increase the supply of affordable and social housing:

Strategies

- Encourage the provision of affordable housing development in identified Substantial Housing Change Areas in the Strategic Housing Framework Plan.
- Ensure housing in the municipality is sufficiently diverse to provide more affordable and appropriate choices and opportunities.
- Facilitate the provision of affordable housing in terms of purchase price as well as lower ongoing operational costs, by promoting housing growth in areas with good access to services and public transport and encouraging best practice environmentally sustainable housing design to minimise ongoing utility costs.
- Support Council-led initiatives that partner with the community housing sector to develop surplus Council land for social housing projects.

Implementation

The strategies in relation to housing diversity and equity will be implemented through:

Application of Zones and Overlays

- Apply the Residential Growth Zone (RGZ) to Residential zoned land within Substantial Housing Change Areas as identified in the Strategic Housing Framework Plan, where residential uses are encouraged and a maximum preferred building height of 4 storeys is encouraged and evidenced through a built form control.

DAREBIN PLANNING SCHEME

- Apply the Mixed Use Zone (MUZ) to Residential zoned land within Substantial Housing Change Areas as identified in the Strategic Housing Framework Plan, that are within or close to commercial areas, activity centres and strategic corridors and precincts that are suited to a mix of residential development and compatible with commercial and retail activity.

Further Strategic Work

- Investigate regulatory incentives and flexible planning provisions for planning permit applications with a commitment to deliver affordable housing stock.
- Investigate incorporation of requirements for affordable and social housing as appropriate in future policies and overlay provisions (such as the Development Plan Overlay) to apply to large development sites and strategic redevelopment precincts.

Other Actions

- Undertake research into site opportunities for integrated independent units and villas that provide suitable housing options for the elderly to enable more effective ‘ageing in place’.
- Assist La Trobe University with its master planning for Bundoora campus.
- Develop Rooming House Guidelines to guide the development of Rooming and Boarding Houses in Darebin.
- Develop Student Housing Guidelines to guide the development of Student Housing in Darebin.
- Liaise with the State Government Department of Housing to encourage the timely provision of social housing in appropriate locations.
- Maintain dialogue and advocacy efforts with the relevant State Government authorities to encourage the introduction of Inclusionary Zoning through the Victorian Planning Provisions.

21-03-4

01/06/2017
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Character

Overview

All eras of Darebin and its growth are represented in its building and streetscapes. Neighbourhoods range from historic low scale suburban areas to more compact inner urban areas with heritage streets or contemporary apartment dwellings. Housing growth in Darebin needs to be managed in a way that is respectful of identified heritage places and places of special neighbourhood character.

The *Darebin Neighbourhood Character Study (Planisphere, 2007)* identifies precincts displaying similar characteristics such as building and garden style and subdivision pattern. Neighbourhood character guidelines that include a ‘preferred character statement’ have been developed for each precinct. New residential development needs to respond to the key neighbourhood character elements described in the ‘preferred character statement’.

The *Darebin Neighbourhood Character Study (Planisphere, 2007)* also recognises the need to provide additional dwellings to accommodate future increases in population and changing demographic structure in Darebin.

Key Issues

- Balancing the need to protect and conserve significant neighbourhood character and heritage places in the municipality with Council’s responsibility to address and facilitate housing for a growing population.

Objective – Character

To ensure that development respects neighbourhood character in residential areas identified as Minimal and Incremental Housing Change Areas in the Strategic Housing Framework Plan.

DAREBIN PLANNING SCHEME

Strategies

- Recognise the varied and distinctive qualities of residential neighbourhoods in Darebin.
- Ensure Darebin's ability to meet its housing needs in activity centres, substantial Change Areas and on Strategic Opportunity Sites is not compromised by the protection of neighbourhood character.

Implementation

The strategies in relation to character will be implemented through:

Policy Guidelines

- Apply Clause 22.02 Neighbourhood Character in considering an application for development and works on residential zoned land in Incremental and Minimal Housing Change Areas covered by Neighbourhood Character Precinct Plans.

Application of Zones and Overlays

- Apply the Neighbourhood Residential Zone (NRZ) to land within Minimal Housing Change Areas, as identified in the Strategic Housing Framework Plan, where housing change must respond to the existing scale and character.
- Apply the General Residential Zone (GRZ) to land within Incremental Housing Change Areas, as identified in the Strategic Housing Framework Plan, where housing growth and change should occur consistent with neighbourhood character.

Further Strategic Work

- Review and update Council's *Neighbourhood Character Study (Planisphere, 2007)* and associated precincts and guidelines in accordance with the recommendations of the *Darebin Housing Strategy 2013 (Revised 2015)*.
- Remove Substantial Housing Change Areas as identified in the Strategic Housing Framework Plan, from the Neighbourhood Character Precinct Plan.
- Update the Neighbourhood Character local policy at Clause 22.02 to reflect the outcomes of the review of the *Neighbourhood Character Study (Planisphere, 2007)* and provide guidelines for exercise of discretion in assessing applications.

21-03-501/06/2017
6437**Reference Documents**

Bell Street Corridor Strategy 2006
 Darebin Active and Healthy Ageing Strategy 2011-2021
 Darebin Housing Strategy 2013 (Revised 2015)
 Darebin Neighbourhood Character Study, Planisphere, 2007
 High Street Urban Design Framework, 2002
 Northcote Activity Centre Structure Plan, 2007
 Northland Residential Neighbourhood Precinct Structure Plan, 2014
 Preston Central Structure Plan 2006 (as amended) (including Incorporated Plans and Preston Central Urban Design Framework and Guidelines)
 Reservoir Structure Plan, 2012
 Residential Built Form Guidelines, 2014
 Responding to Housing Stress: A Local Action Plan, 2010
 Urban Design Framework 2015 St Georges Road and Plenty Road Corridors.

DAREBIN PLANNING SCHEME

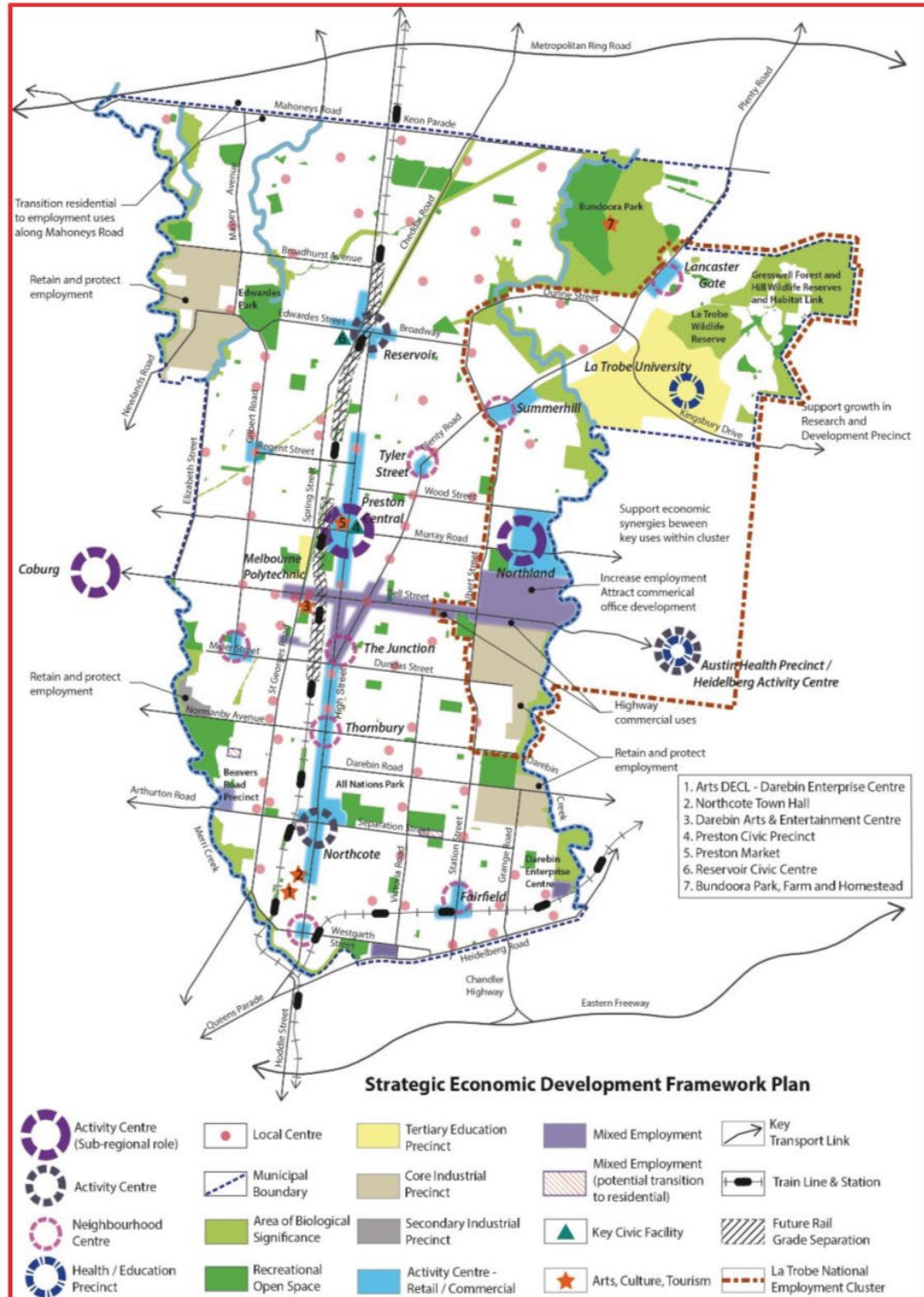
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ECONOMIC DEVELOPMENT

This Clause provides local content to support Clause 17 (Economic Development) of the State Planning Policy Framework

21.04-1
01/06/2017
G437

Strategic Economic Development Framework



DAREBIN PLANNING SCHEME

Council recognises that increasing economic activity and promoting diversity in economic activity will provide benefits to the community. Structural changes in the national and local economy will continue the transition of Darebin’s economy from a traditional industrial base to a post-industrial base. In addition, the continued socio-economic uplift of Darebin’s neighbourhoods in is driving growth in ‘lifestyle’ businesses in hospitality and entertainment services.

Council supports the transition of Darebin’s economy to one that encourages:

- a greater breadth of uses
- the development of a commercial office market
- investment in retail, institutional and hospitality sectors
- ongoing industrial uses in those areas where industry is best suited
- adaptation and re-use of non-residential land for other economic use
- conversion to mixed uses (including residential) where appropriate
- employment growth providing local jobs commensurate with population growth.

Strategic Economic Development Framework Plan

The Strategic Economic Development Framework Plan highlights the following key features of economic land use in Darebin as set by the *Darebin Economic Land Use Strategy (2014)*:

- Three core industrial areas and one secondary industrial area to provide for industrial activity, with a focus on the wholesale trade, service industry and advanced manufacturing sectors
- A retail activity centre hierarchy that provides for a mix of retail, commercial, service and residential uses and encourages intensification of these uses within activity centres
- Commercial office sector focussed around several key mixed-use redevelopment areas
- Tertiary education and health that integrates and connects with the community.

Important future economic opportunities include Northland East Preston Activity Centre and La Trobe University as key nodes in the La Trobe National Employment Cluster, and the transition of the Bell Street and Heidelberg Road Corridors as strategic regional linkages between key employment and innovation precincts.

Objectives and strategies for these are set out in the clauses below:

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Industry

Overview

There will continue to be a need for industrial land in Darebin to provide for industrial uses that seek to be accommodated within the municipality and, importantly, to provide for the growing service industry sector, which is dependent on serving Darebin and the surrounding region.

Industrial land in Darebin is considered in the context of the three core industrial areas, a single secondary industrial area and a series of smaller clusters and single use sites.

Industrial land in an inner urban setting is a scarce resource and should be used in a manner that considers optimising local employment opportunities. Some industrial sites and areas occupy key strategic locations which could better fulfill a more significant role in terms of providing employment that better responds to contemporary economic trends.

Key Issues

- Challenges in ongoing viability of industrial precincts where employment is falling and there is economic pressure to rezone land for other uses.
- Challenges in protecting viable industrial areas while making land available for economic uses and, where appropriate, residential uses.

DAREBIN PLANNING SCHEME

- Capturing growing opportunities in advanced manufacturing, wholesale trade and services industries.
- Considering alternative possibilities for under-utilised industrial land to secure local employment opportunities.
- Future possibilities for industrial zoned land serving limited or no industrial purpose.
- Amenity and interface issues with surrounding residents affecting the operation of industrial land.

Objective 1 – Industrial Areas

To retain and protect Darebin’s core industrial areas and Anderson Road secondary industrial area.

Strategies

- Maintain three core industrial areas at East Preston, Reservoir and Fairfield and one secondary industrial area at Anderson Road for the purposes of industrial and employment-based activities in Darebin.
- Discourage the encroachment of non-compatible business and residential uses on industrially zoned land that has been identified as part of the three industrial core areas or the Anderson Road secondary industrial area.
- Manage interfaces with surrounding residential neighbourhoods to provide adequate protection to the industrial and commercial activities.

Objective 2 – Industrial Viability and Employment

To strengthen the economic viability and local employment generation capacity of Darebin’s core and secondary industrial areas.

Strategies

- Encourage new industrial activity into core and secondary industrial areas.
- Encourage advanced manufacturing to establish within core and secondary industrial areas.
- Encourage land uses that diversify local employment opportunities in core and secondary industrial areas.
- Encourage the ongoing development of Darebin’s service industry sector.
- Discourage land uses establishing in core and secondary industrial areas that will undermine economic and employment generation capacity of the site and surroundings.
- Ensure caretakers’ dwellings in industrial zones are properly planned and appropriately located for their supervisory role to associated industrial or commercial activity. Ensure they are not developed for general residential purposes, and are sized and proportioned to clearly demonstrate they are a secondary activity to the primary commercial or industrial land use.
- Encourage consolidation of land in secondary industrial areas that can provide opportunity for major economic activities.
- Provide improved transport access to core and secondary industrial areas as expressed in the objectives and strategies in Clause 21.05-1.
- Consider the Objectives and Strategies at Clause 21.02-3 for how development in core and secondary industrial areas should improve the streetscape, amenity and environmental sustainability of these areas.

Objective 3 – Redundant Industrial Land

To proactively manage the transition of redundant industrial land to accommodate new uses.

DAREBIN PLANNING SCHEME

Strategies

- Encourage appropriate commercial and residential uses on redundant industrial land.
- Prioritise the transition of underutilised industrial sites to provide for economic uses that provide choices in local employment.
- Rezone non-viable single use industrial sites or small clusters to enable use for commercial and/or residential purposes. Where appropriate alternative uses should include forms of economic activity.
- Encourage the revitalisation of The Junction—South Preston and Oakover Village precincts for a range of business and residential development.
- Encourage a range of supporting business, commercial and residential uses in the inter-nodal areas of High Street, Plenty Road and St Georges Road Strategic Corridors between key activity centres.
- Transition the Beavers Road Secondary Industrial Area to a mixed-use precinct and encourage ‘green businesses’ to locate in this precinct.
- Promote Darebin as a location for further public and private office development through making available suitably zoned land.

Implementation

The strategies in relation to industry will be implemented through:

Policy Guidelines

- Apply Clause 22.04 Industrial and Commercial Activity in considering applications for use and development in the Industrial 1, Industrial 3 and Commercial 2 Zones.

Application of Zones and Overlays

- Apply the Industrial 1 and Industrial 3 zone (as per current zone structures) in the three core industrial precincts at East Preston, Reservoir and Fairfield, with the following exceptions:
 - At Reservoir, in the event of departure of significant numbers of large format industrial operations in the Industrial 1 Zone, consider rezoning to Industrial 3.
 - At Reservoir, in the event the land that was formerly the Lakeside Secondary College is sold by the Department of Education, rezone the site to Industrial 3.
- Apply the Industrial 3 Zone in the Anderson Road Secondary Industrial Area.
- Rezone redundant Industrial 1 Zone and Industrial 3 Zone land to more appropriate commercial and residential zones.
- Rezone identified areas of High Street to more appropriate commercial or mixed residential zones, which support other uses.
- Apply the Environment Audit Overlay to former industrial land that is potentially contaminated.

Further Strategic Work

- Review the Northcote Structure Plan (2007) in accordance with the directions of the Darebin Housing Strategy (2013) with emphasis on the Industrial 3 Zone land around Arthurton Road and adjacent to Northcote railway station.
- As part of the Northland Structure Plan development, undertake detailed planning of the area bounded by Gower Street, Chifley Drive, Bell Street and Albert Street in East Preston to enable mixed use redevelopment with a particular focus on commercial office, community and residential uses.

DAREBIN PLANNING SCHEME

- Undertake updated bulky goods floor space projections to consider rezoning land west of Albert Street in East Preston presently in the Industrial 3 Zone to the Commercial 2 Zone.
- Develop a public realm strategy to guide urban design improvements to enhance the presentation and identity of industrial areas.
- Undertake further planning work in conjunction with La Trobe University to explore how additional employment-based activities can be facilitated on surplus and land surrounding the University campus.
- Examine future land use options with adjoining Councils for Mahoney’s Road and Keon Parade in Reservoir and Heidelberg Road in Northcote, Fairfield and Alphington.

Other Actions

- Ensure Council continues to advocate for and facilitate advanced manufacturing firms to locate in Darebin
- Pursue ongoing dialogue with VicRoads and other relevant agencies regarding improving road access to core and secondary industrial areas.

Reference Documents

- Darebin Business Development and Employment Strategy 2012-2015
- Darebin Economic Land Use Strategy, 2014
- Green Business Attraction Strategy 2012-2015
- Northcote Activity Centre Structure Plan, 2007
- Plenty Road Integrated Land Use and Transport Study, 2013

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Retail and Commercial Activity

Retail activity is a significant component of the Darebin economy. The municipality’s hierarchy of activity centres continues to evolve with several identifiable precincts such as Northland East Preston, Preston Central, Northcote and Reservoir serving the municipality’s main retail needs and others, particularly those located along Darebin’s main north-south spines, blending into a linear corridor of mixed-use activity.

A key trend is the emergence of ‘lifestyle’ based retail activity and ‘café-culture’ along the city’s strategic corridors and in a number of the smaller local centres dispersed across the municipality which has resulted in the rejuvenation of small local centres and a strengthening of larger activity centres.

The commercial (office) sector in Darebin is relatively small with local professional service providers and a larger market for government offices and agencies. Commercial office space in the municipality is dispersed with no identifiable cluster or scale apparent.

The services sector, particularly in government, health, education and community services, provide significant local employment and often occupy large land holdings that have potential to be more efficiently used.

Key Issues

- Challenge for established retail centres to accommodate increasing demand for new retail floor space along with higher density residential development.
- Accommodating larger format retail opportunities in established activity centres given limited availability of land and the high level of land fragmentation.
- Identifying how much retail development is sustainable in redevelopment areas to ensure an appropriate mix of economic activity.

DAREBIN PLANNING SCHEME

- Local centres are in a state of flux with some small centres barely playing a retail role while others, after a period of decline, are beginning to show signs of rejuvenation.
- There is limited commercial office activity in Darebin; although there is scope for improvement with ongoing socio-economic change.
- Key opportunity to intensify development in the Northland East Preston Activity Centre and encourage mixed uses including commercial offices to support economic investment and growth in the La Trobe Economic Employment Cluster.
- La Trobe University is seeking to unlock the development potential of its Bundoora site with attention in the short term likely to focus development along Plenty Road.
- Health and other associated service providers need to use land more efficiently.
- Future land use opportunities along interface corridors at Mahoney’s Road and Keon Parade in Reservoir and Heidelberg Road in Northcote, Fairfield and Alphington.

Objective 4 – Retail

To strengthen the established retail centres hierarchy in Darebin and the roles of the various activity centres and strategic development precincts in accommodating diverse and appropriate retail activities:

Strategies

- Retain the established retail hierarchy of activity centres as identified in the *Darebin Economic Land Use Strategy (2014)*.
- Focus future retail expansion around identified activity centres.
- Ensure the planning scheme is regularly updated to ensure retail expansion opportunities identified in retail demand assessments are catered for.
- Encourage where appropriate complementary mixed uses in and around activity centres and along identified strategic corridors.
- Discourage inappropriate land use and development activities that can undermine the retail mix and capacity of designated activity centres.
- Discourage establishment of supermarkets on Commercial 2 Zone, Mixed Use Zone or Residential Growth Zone land that is located outside of identified
- Facilitate intensive development, including commercial and residential development, in and around activity centres consistent with the relevant structure plans for these areas.
- Promote Preston Central Activity Centre as the pre-eminent activity centre in Darebin, supporting a higher intensity and scale of development and accommodating a mix of commercial, civic, community, and housing activity.
- Promote Northland East Preston Activity Centre as a regional centre and key node in the La Trobe National Employment Cluster for retail, commercial office, entertainment and related uses which supports consolidation of jobs and housing in proximity.
- Facilitate the consolidation of Reservoir Activity Centre through separation of the rail line from roads at Reservoir Junction and redevelopment of residual land to create a ‘Central Heart’ connecting Reservoir Village and Broadway with continuous land uses and public spaces.
- Support Bulky Goods (i.e. restricted retail land use) clusters at Northland East Preston Activity Centre, along Bell Street Preston between Albert and O’Keefe Streets, and Plenty Road Bundoora around the intersection with Mt Cooper Drive.
- Accommodate smaller restricted retail and trade supplies outlets in parts of Plenty Road, Heidelberg Road, and High Street in accordance with adopted strategies.

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- Encourage restricted retail as a potential ground floor use in the inter-nodal areas of High Street as specified in relevant local strategies.
- Support the local retail and commercial role of the Plenty Road and St Georges Road Strategic Corridors and provide opportunities for improved function.
- Encourage the development of a neighbourhood centre at Oakover Village.
- Support opportunities for retail and commercial uses along the Bell Street Strategic Corridor, with regard to local policy.
- Facilitate a higher intensity of activity in and around neighbourhood centres and local centres.
- Retain secondary neighbourhood centres and local centres which have an ongoing retail role.
- Encourage local centres to continue to accommodate local convenience retail and other local service business as appropriate.
- Provide adaptive re-use opportunities in underperforming centres to accommodate residential and/or retail and commercial uses.
- Encourage mixed use redevelopment of the Summerhill Neighbourhood Centre, ensuring any expansion of retail floorspace is subject to updated projections, and that redevelopment provides for suitable connectivity between sites.
- Subject to updated retail floorspace projections, support the inclusion of a full line supermarket within the Fairfield Neighbourhood Centre.
- Support ongoing mixed-use development in the Thornbury, The Junction – South Preston and Tyler Street Neighbourhood Centres in accordance with established planning policies.

Objective 2 – Commercial Offices

To facilitate the development of a commercial office market in Darebin

Strategies

- Encourage commercial (office) development in Darebin’s activity centres and along strategic corridors where commercial office activity is supported by planning policy.
- Rezone non-viable single use industrial sites or small clusters to enable use for commercial office purposes in locations where commercial office activity is supported.
- Support the Northland East Preston Activity Centre and La Trobe University precincts as major locations for commercial office development as identified in relevant strategies for each location.
- Encourage a high standard of design, amenity and security in commercial office development through application of structure plans and design guidelines.

Objective 3 – Health Services

To encourage appropriate allied land use activities around major health institutions

Strategies

- Support appropriate land use diversification of major health facilities that complement the main use of land.

Objective 3 – Local Employment

To encourage and facilitate economic activities that generate local employment opportunities.

Strategies

- Encourage economic activities that generate local employment opportunities.

DAREBIN PLANNING SCHEME

- Encourage small businesses, including micro and home-based businesses, as a sector providing employment opportunities without compromising the strategic directions from respective strategies and relevant adopted studies.
- Support the establishment of business incubators and hubs.
- Support the development of businesses in knowledge and advanced manufacturing.
- Ensure an adequate supply of appropriately located and zoned land to accommodate emerging ‘green businesses’ in Darebin, in particular industrial or commercial-zoned lots providing 200-500sqm floor areas.
- Support the re-use of space in underperforming local centres as incubators and locations for small business.
- Consolidate retail, business, employment, community and leisure facilities and higher density housing in and around identified activity centres.

Implementation

The strategies in relation to retail and commercial activity will be implemented through:

Policy Guidelines

- Apply Clause 22.10 Bell Street Land Use in considering applications for use and development along the Bell Street Strategic Corridor.

Application of Zones and Overlays

- Implement Structure Plans for Preston, Northland, Reservoir and Northcote activity centres.
- Implement precinct plans and strategies for key corridors and precincts at High Street, Plenty Road, St Georges Road, The Junction – South Preston and Northland residential neighbourhood precinct.
- Rezone land in underperforming local centres as specified by the *Darebin Economic Land Use Strategy (2014)* to residential use.
- Rezone selected industrial and residential-zoned land along the Plenty Road and St George Road Strategic Corridors to Commercial 1 Zone or Mixed Use Zone to retain and facilitate commercial land uses and support intended future use and built form in accordance with the *Plenty Road Integrated Land Use and Transport Study (2013)* and *Urban Design Framework 2015 St Georges Road and Plenty Road Corridors*.

Further Strategic Work

- As part of the Northland Structure Plan development, undertake detailed planning of the area bounded by Gower Street, Chifley Drive, Bell Street and Albert Street in East Preston to enable mixed use redevelopment with a particular focus on commercial office, community and residential uses.
- Review the *Bell Street Corridor Strategy (2006)* to ensure consistency with the development of the Northland Structure Plan, the *Plenty Road Integrated Land Use and Transport Study (2013)* and other relevant work.
- Undertake retail floorspace projections every 5 years for all activity centres to provide clear direction on the retail needs of the community and to provide a basis for the consideration of future retail proposals within the municipality. Particular direction is required regarding:
 - demand for larger format retail opportunities within the Northcote area
 - definition and role of the South Preston Neighbourhood Centre in the context of The Junction and Oakover Village Strategic Development Precincts

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- rezoning of land in the East Preston Core Industrial area and west of Albert street presently in the Industrial 3 Zone to the Commercial 2 Zone or zone as appropriate.
- Undertake further review of land use interfaces along Heidelberg Road, Mahoney's Road and Keon Parade in consultation with adjoining municipalities.
- Undertake detailed planning to enable rezoning of Industrial 3 Zone land on Arthurton Road and adjacent to the Northcote Railway Station to the Commercial 1 Zone, and application of the Development Plan Overlay to facilitate mixed use development with a particular focus on commercial office and residential development.
- Undertake strategic planning and retail floorspace projections to develop a potential Neighbourhood Centre centred on Oakover Road, and St Georges Road.
- Undertake strategic planning in conjunction with La Trobe University to investigate the potential for:
 - mixed use development along Plenty Road, linking with the Lancaster Gate Neighbourhood Centre
 - synergistic commercial office development in proximity to the University.
- Update the *Retail Activity Centres Strategy (2005)* to reflect retail centres and alterations to existing centre roles.

Other Actions

- Work with State Government and other stakeholders towards grade separation of rail and road infrastructure at Reservoir.
- Work with Bundoora Extended Care to understand future possibilities for development particularly in regard to the interface with Plenty Road.
- Provide businesses with information and data that can assist in making effective business decisions.
- Monitor and document the extent and nature of 'direct to the public' retail operations in industrial areas.
- Explore the feasibility of a community business hub housing the latest technology.

Reference Documents

Bell Street Corridor Strategy, Hansen Partnership, 2006

Darebin Business Development and Employment Strategy 2012-2015

Darebin Digital Strategy 2012-2015

Darebin Economic Land Use Strategy, 2014

Darebin Retail Activity Centres Strategy, 2005

Green Business Attraction Strategy 2012-2015

Northcote Activity Centre Structure Plan, 2007

Northland Residential Neighbourhood Precinct Structure Plan, 2014

Plenty Road Integrated Land Use and Transport Study, 2013

Preston Central Structure Plan 2006 (as amended) (including Incorporated Plans and Preston Central Urban Design Framework and Guidelines)

Reservoir Structure Plan, 2012

Urban Design Framework 2015 St Georges Road and Plenty Road Corridors.

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Tertiary Institutions

Overview

Darebin has two tertiary institutions at (La Trobe University and Melbourne Polytechnic) as well as numerous schools. La Trobe University is the largest single employer in the municipality and is a key attractor for education on a regional scale and for research and development on a national scale.

Key Issues

- Several of Darebin’s main educational institutions and health facilities are disengaged from the day to day economic life of the municipality.
- Facilitating new industries (such as research and development) in association with the tertiary institutions has been identified as important as it underpins the development of the City’s economic base.
- Managing the transition of La Trobe University from a campus based facility to a ‘university town-centre’.

Objective 1 – Engagement

- To encourage tertiary educational institutions such as La Trobe University Melbourne Polytechnic to become more engaged in the economic life of the municipality.

Strategies

- Support appropriate land use diversification of major educational institutions, including commercial developments, which complement the main use of land.
- Support the transition of La Trobe University to a ‘university town-centre’.
- Encourage affordable student housing near major educational institutions.
- Encourage institutions to develop educational opportunities that are accessible to the local community and provide appropriate skills for the jobs available locally.

Objective 2 – Research and Development

To encourage the development of research, development and high technology facilities in and around La Trobe University.

Strategies

- Encourage development of the La Trobe University Research and Development Park.
- Support the viability of the Victorian AgriBioScience Centre.
- Encourage high-tech economic activity and research-based manufacturing activities near La Trobe University and areas bordering Banyule City Council in Bundoora and Maeleod.

Implementation

The strategies in relation to tertiary institutions will be implemented through:

Further Strategic Work

- Undertake strategic planning in conjunction with La Trobe University to understand future development plans and investigate the potential for land use diversification on the Bundoora campus and surrounds.
- Liaise with Banyule City Council to advance opportunities for research and other associated land uses in the Bundoora and MaeLeod interfaces around La Trobe University.
- Liaise with Melbourne Polytechnic to understand future plans for the Preston campus.

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Reference Documents

Darebin Business Development and Employment Strategy 2012-2015

Darebin Digital Strategy 2012-2015

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Arts, Culture and Tourism**Overview**

Arts and cultural activities encourage participation, celebration and creative expression in the municipality, and contribute to community identity, sense of place and civic spirit.

Darebin has a well-established arts and cultural scene that is closely associated with the municipality's identity, attracts a broad range of visitors and generates considerable economic benefits.

Land use planning aims to support Darebin's cultural and artistic vitality. Council recognises there is ongoing demand for adequate space to accommodate cultural activities such as live music, theatre, and visual art creation and exhibition.

While tourism plays a small role in Darebin's economy, there are opportunities to build on a number of identified and diverse assets within Darebin to encourage residents and visitors to recreate within the city. These assets include Bundoora Park and Homestead, Merri and Darebin Creeks, strip retail centres, cultural activities, Preston Market, factory retail outlets, public open space and Darebin's multicultural society.

Key Issues

- How land use planning can support Darebin's cultural and artistic vitality as part of the greater land use mix.
- Amenity issues with residential uses within activity centres, particularly with regard to live music venues.

Objective 1 – Arts and Culture

To promote and support arts and cultural activities in Darebin

Strategies

- Promote arts and cultural activities as a means to generate economic growth and local employment opportunities.
- Identify and promote cultural 'hubs' which attract a mix of cultural activity, services and businesses
- Recognise and strengthen the unique characteristics of Darebin's activity centres and their role as places for arts and cultural activities.
- Support business activities that relate positively to and attract activity at street level within activity centres and other key precincts.
- Recognise the importance of public spaces and the built environment in community life and support the better design and artistic enhancement of such spaces.
- Encourage public art projects as part of major developments and precincts.
- Promote and provide high quality spaces for the development, exhibition or staging of a wide variety of art forms.
- Encourage the provision of affordable artist working spaces and cooperatives, and performance spaces.

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Objective 4 – Tourism

To encourage people from outside the area to visit Darebin.

Strategies

- Encourage the development of a diverse range of short term tourist accommodation opportunities, such as serviced apartments and hotels in the city, particularly in walking distance to key cultural attractors.
- Encourage additional high quality accommodation and hospitality based venues along Bell Street and in proximity to the Northland East Preston Activity Centre, Preston Central Activity Centre and La Trobe University.
- Ensure land use and developments in activity centres comply with strategic directions and become major focus and attractor for business, shopping, community, government, recreational, tourism and cultural activities for the northern suburbs of Melbourne.

Implementation

The strategies in relation to arts, culture and tourism will be implemented through:

- Collaboration between the Cultural branches, Darebin Parks, Open Space Planning, Strategic Planning and other Council branches responsible for open spaces and the built environment.
- Establishment of internal communication and referral processes to ensure opportunities for public art in major developments and precincts are identified and pursued early in the design process.

Reference Documents

Arts and Cultural Strategy, 2008-2013

Beyond FIDO: Public Art Strategy 2006-2015

21-04-6

15/10/2015
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Gaming**Overview**

The *Darebin Electronic Gaming Machine Policy and Strategic Action Plan 2010 – 2014* notes that Darebin is one of the areas in which a regional cap on electronic gaming machines (EGM) has been declared by the state government. While social and economic issues related to gaming should be addressed at various levels, land use planning also has a significant role in addressing and regulating the use of EGMs. As part of the *Strategic Action Plan* a set of guidelines has been prepared to help in application assessments to gauge the Social and Economic Impact Assessment of proposed gaming machines.

Objective

To locate gaming machines to minimise the incidence of ‘convenience gambling’.

Strategies

- Consider the social and economic impact of EGMs in assessing planning permit applications.

Reference Documents

Darebin Electronic Gaming Machine Policy and Strategic Action Plan 2010-2014

DAREBIN PLANNING SCHEME

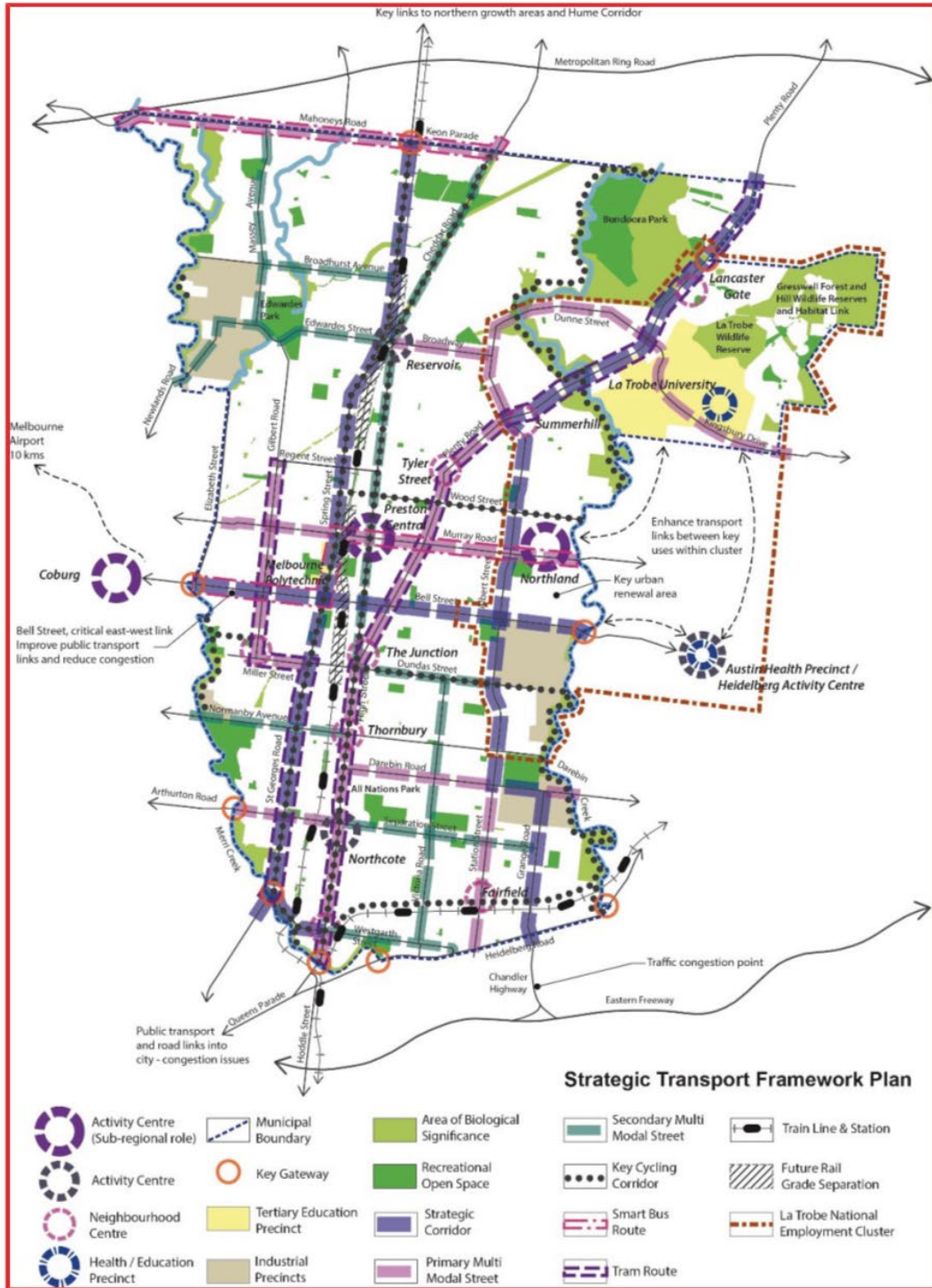
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TRANSPORT AND INFRASTRUCTURE

This Clause provides local content to support Clause 18 (Transport) and Clause 19 (Infrastructure) of the State Planning Policy Framework:

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Strategic Transport and Infrastructure Framework



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Providing the necessary infrastructure to support Darebin’s growing population, economic activity and resilience to broader environmental impacts and congestion is a critical issue, and central to maintaining Darebin’s high standard of liveability and amenity by virtue of its good access to transport, services and facilities.

Council supports a vision for well planned, efficient and equitable provision of transport and infrastructure across the municipality. This includes provision for sustainable transport such as walking, cycling and public transport, essential services and a range of community facilities, to meet growing community needs, enhance health and wellbeing and promote environmentally sustainable lifestyles.

Objectives and strategies to achieve these priorities are set out in the clauses below.

Strategic Transport Framework Plan

The Strategic Transport Framework Plan highlights the key transport priorities for Darebin to ensure a liveable and sustainable future. An important part of this is the Darebin Road Space Management Framework, as set by the *Going Places, Darebin Transport Strategy 2007-2027* as follows:

Strategic Corridors (Primary Arterial Streets)— major roads intended to provide for significant regional and local movement. These roads are identified by VicRoads as “preferred traffic routes” for regional traffic movement. ‘Movement’ is prioritised and measured in terms of people and freight, rather than cars and trucks. A secondary priority is the provision of safe walking and cycling.

Primary Multimodal Streets— roads that form part of the Principal Public Transport Network and do not provide for significant regional traffic. High priority should be given to public transport in these streets, in conjunction with walking and cycling, particularly in activity centres and local centres.

Secondary Multimodal Streets— roads that provide for local traffic or local public transport. Priority should be given to pedestrians and cyclists in these streets, but may be given to public transport as appropriate if it would otherwise experience significant delays.

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Integrated and Sustainable Transport

Overview

Going Places, Darebin Transport Strategy 2007-2027 was adopted in 2007 and is Council’s key planning tool for transport priorities. This clause implements the land use planning aspects of the strategy.

Council seeks to promote sustainable ways of moving people and goods. Walking, cycling, public transport rail-freight and other alternatives to single occupant motor vehicle travel are encouraged.

Darebin is comparatively well serviced by regional road links and public transport networks. Public transport includes fixed rail (train and tram) radiating from the centre of Melbourne, and bus routes provide east-west connections. However, large sections of East and West Reservoir have poor connections to any public transport services and are highly car dependent.

A relatively fine grain network of streets provides a good network for walking, although safety and amenity are compromised on the major traffic arterials.

Darebin is experiencing strong, continuous growth in rates of cycling. This growth is related to the municipality’s proximity to the Melbourne CBD and key education centres, its relatively flat landscape and changing demographics. Community awareness of the benefits of cycling is increasing and so is support for improved facilities to increase the safety and accessibility of cycling in the City of Darebin.

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Key Issues

- High levels of through traffic and road congestion, particularly east-west via Bell Street, and north-south on High Street, St Georges Road, and Plenty Road.
- Congestion on train and tram services at peak times, particularly affecting residents trying to access services in the southern parts of the municipality.
- Rail-grade separation investments are required at Reservoir Junction and Bell Street to enable more frequent train services, reduce congestion on key east-west links and increase safety.
- Pressures on car parking in Darebin are increasing. Development with limited car parking spaces is perceived to absorb kerbside parking and generates adverse community reaction.
- Ensuring efficient commercial vehicle and truck access to core industrial areas.
- Adverse impacts of traffic, car parks and loading activities on pedestrian and cyclist amenity, particularly in activity centres.
- A significant number of Darebin residents do not have easy access to car travel either through age, economic disadvantage or disability. Accessibility, safety and quality of environments for walking, cycling and public transport use are therefore important.
- Quality of transport access is a key factor in attracting new employers to Darebin and providing local employment opportunities for Darebin residents.

Objective 1 – Integration of Transport and Land Use

To facilitate an integrated approach to transport and land use planning.

Strategies

- Support and facilitate a mix of land uses and greater housing densities in and around activity centres and train stations to enable shorter trips to employment, shops and services and support the use of public transport.
- Identify opportunities for accommodating key destinations and higher housing densities, particularly around train stations, in structure plans and precinct plans.
- Prioritise and facilitate a mix of land uses and greater housing densities in identified strategic corridors and precincts, and identified strategic opportunity sites generally within 400 metres of a train station or tram route.
- Encourage transit-oriented development incorporating new housing and employment on land unlocked for urban renewal through rail grade separation investments at Bell Street (Bell Station) and Reservoir Junction and other opportunities such as Alphington Station.
- Encourage apartment development in the Northland residential neighbourhood precinct which extends from Murray Road in the Northland East Preston Activity Centre to (and including) Summerhill Road and between the Albert Street corridor and the Darebin Creek to support investment in public transport and growth of the La Trobe National Employment Cluster.
- Encourage new businesses that rely heavily on road travel, such as manufacturing, transport and warehousing, to locate in locations with easy access to arterial roads.
- Enhance pedestrian accessibility and amenity around train stations and other public transport nodes and interchanges to encourage the use of public transport.
- Encourage the provision of high quality pedestrian and cycling links and facilities in structure plans, precinct plans, and major development plans.
- Encourage businesses to install cycle parking facilities on their property for employees and visitors and work with large businesses to promote cycle commuting and fleet bikes for work-related journeys.

DAREBIN PLANNING SCHEME

Objective 2—Accessible Transport

To improve access, safety and quality of environment for walkers, cyclists and people with limited mobility:

Strategies

- Encourage good urban design standards in built environments to support walkability and pedestrian amenity in accordance with the objectives and strategies of Clause 21.02-3.
- Require the design of new developments to contribute to a safe, attractive and comfortable pedestrian environment in streets and public open spaces through:
 - building orientation to achieve passive surveillance
 - wide footpaths and verandas on street frontages
 - minimal footpath interruptions by vehicle crossings
 - effective traffic management and signage
 - designated pedestrian routes through car parks and connections to public transport.
- Ensure the development of large strategic opportunity sites incorporates public pedestrian and cycle links and through-routes.
- Require Development Contributions to fund sustainable transport facilities such as bus shelters, signage, footpath widening and special paving for the mobility-impaired in accordance with an adopted Development Contributions Plan.
- Increase pedestrian and cycle priority over motor vehicles within activity centres and along local streets.
- Balance pedestrian and cycling needs with freight vehicle access needs in the design of streets in activity centres.
- Provide service access at the rear of shops and businesses wherever possible, particularly in activity centres and strategic development precincts to minimise conflicts with pedestrians and other activity along a property frontage.
- Incorporate access for people with disabilities and limited mobility in all streets, public transport infrastructure and public and commercial buildings.
- Ensure new retail development incorporates verandahs over footpaths.
- Provide secure and convenient parking, storage and shower facilities for cyclists in coordination with public transport interchange points, recreational facilities and key destinations on the Principal Bicycle Network.

Objective 3—Car Parking

To manage the provision of car parking and congestion of car parking in Darebin and encourage use of sustainable transport modes to reduce car parking demand:

Strategies

- Consider existing public transport opportunities when assessing applications to waive or reduce car parking.
- Take into consideration existing car parking demand levels when considering applications to waive car parking and ensure there is demonstrated on-street capacity before waiving an on-site car parking requirement, particularly in locations outside of activity centres.
- Consider requiring Travel Plans as a condition of approval for new uses and developments where there is a substantial reduction in car parking from Clause 52.06 requirements.

DAREBIN PLANNING SCHEME

- Investigate specific parking requirements at a precinct level leading to more localised and area specific provisions.
- Ensure the design of new developments address interfaces with the public realm and support walking, cycling and public transport access, in accordance with the Objectives and Strategies in Clause 21.02-3.

Implementation

The strategies in relation to transport will be implemented through the planning scheme as follows:

Policy Guidelines

- Apply Clause 22.12 Environmentally Sustainable Development in considering applications for residential and non-residential development.

Application of Zones and Overlays

- Apply the following zones and overlays to encourage use of sustainable transport via urban design frameworks and guidelines:
 - Activity Centre Zone or other appropriate zone in the Preston Central, Northland East Preston, Northcote and Reservoir Activity Centres.
 - Design and Development Overlay in strategic corridors along High Street, St Georges Road and Plenty Road reflecting urban design guidelines developed for these areas.
- Apply the Parking Overlay to selected activity centres and other precincts where variations to standard car parking rates are required and/or where financial contributions for the provision of shared car parking are sought.

Further Strategic Work

- Prepare guidelines for the preparation of Travel Plans to developers of large sites.
- Develop a Darebin Car Parking Strategy to determine responses to various car parking and transport issues across the municipality.
- Develop specific car parking provisions for activity centres and strategic development precincts as required, including establishing acceptable variations to standard car parking rates and options for financial contributions for shared car parking.
- Prepare urban design frameworks and guidelines for new developments which address the interface of private development with the public realm, and how new developments can support walking, cycling and public transport access, in accordance with the Objectives and Strategies in Clause 21.02-3.

Other Actions

- Work with VicRoads to improve Bicycle Priority Routes and the Principal Bicycle Network for cyclists.
- Advocate for reduced speed limits in local streets and other areas where cycling and walking are priority modes.
- Advocate for rail grade separation at Reservoir Junction and Bell Street (Bell Station).

Reference Documents

Community Health and Wellbeing Plan 2009-2013

Darebin Cycling Strategy 2013-2018

Darebin Housing Strategy 2013 (Revised 2015)

Darebin Safe Travel Strategy 2010-2015

DAREBIN PLANNING SCHEME

- Disability Access and Inclusion Plan 2009-2013
- Going Places—The Darebin Transport Strategy 2007-2027
- Northland Residential Neighbourhood Precinct Structure Plan, 2014
- Plenty Road Integrated Land Use and Transport Study 2013
- Reservoir Structure Plan, 2012
- Urban Renewal Strategy (High Street and Plenty Road), 2011

21.05-3

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Physical and Community Infrastructure

Overview

Meeting development needs and ensuring the quality and capacity of infrastructure, including essential services (such as energy supply, drainage, sewerage and communications) as well as community infrastructure (such as open space, libraries, community centres, health centres and the like) are essential considerations for land use planning in Darebin.

Planning for urban growth requires consideration of the ability of existing infrastructure to service new and more intensive development, and to identify upgrades and investments where existing capacity is expected to fall short of anticipated requirements.

This requires formulating short term responses to existing inadequacies and pressures, as well as long term planning to ensure infrastructure needs of future residents, workers and visitors to Darebin can be met.

Key Issues

- There is a need for a long term, sustainable approach to the planning, provision and management of physical and community infrastructure.
- Balancing long term investments with more urgent needs for upgrades and facilities.
- Darebin’s infrastructure tends to be older and in greater need of repair and replacement, particularly in the earlier-developed southern part of the municipality.
- More intense development is imposing additional demands on infrastructure capacity. In the future, these pressures will extend throughout the municipality.
- An increasingly affluent population has higher expectations about infrastructure standards and quality. At the same time, there are pockets of under-privilege in the municipality that deserve better access to services and facilities.
- Maximising the use of existing infrastructure by encouraging appropriate developments close to existing facilities and identifying the capacity of and the need for new infrastructure in areas in transition is essential.
- There is potential for community services to be delivered more locally or co-located, such as maternal and child health centres, kindergartens and toy libraries. However, some community services have to be centrally located due to their size and catchment.

Objective—Infrastructure Provision

To ensure the provision and planning for physical and community infrastructure meets existing and future needs of the community.

Strategies

- Provide appropriate levels of physical and community infrastructure across the municipality in response to identified community needs and trends.

DAREBIN PLANNING SCHEME

- Prioritise the delivery of physical and community infrastructure in accordance with the strategic vision for growth and change identified in the Strategic Framework Plan at Clause 21.01-6 and other relevant strategies.
- Ensure that provision for physical and community infrastructure, and strategies for implementation and delivery, is incorporated in Structure Plans and other strategic plans and frameworks.
- Require a Development Contribution from developers to fund the provision of physical and community infrastructure in accordance with an adopted Development Contributions Plan.
- Maintain and further develop infrastructure to keep pace with industry needs, particularly the road infrastructure network.
- Encourage business, housing and mixed-use development that will contribute to the development of a digital economy.
- Manage and improve the City’s stormwater system and infrastructure to reduce the effect of stormwater discharge, in terms of pollution, flooding and flushing events.
- Consider the potential for community services to be delivered more locally in formulating plans for activity centres, strategic development precincts and strategic development sites.

Implementation

Policy Guidelines

Apply Clause 22.12 Environmentally Sustainable Development in considering applications for residential and non-residential development

Applications of Zones and Overlays

Apply the Development Contribution Plan Overlay to all land in Darebin to levy development for funds to supplement the provision of public works, services and facilities.

Further strategic work

- Review and update the City of Darebin Development Contributions Plan
- Undertake community infrastructure mapping and demand analysis in all areas.
- Undertake a strategic review of infrastructure, access, maintenance and service provision for Darebin’s activity centres.

Reference Documents

- Asset Management Strategy 2013
- Business Development and Employment Strategy 2012-2015
- Darebin Digital Strategy 2013-2018
- Darebin Early Years Infrastructure Plan 2011-2021
- Darebin Housing Strategy 2013 (Revised 2015)
- Development Contributions Plan
- Drainage Strategy 2009
- Leisure Strategy 2010-2020
- Playspace Strategy 2010-2020
- Watershed: Towards a Water Sensitive Darebin City Council Whole of Water Cycle Management Strategy 2015-2025
- Watershed: Towards a Water Sensitive Darebin, Implementation Plan 2015-2025

DAREBIN PLANNING SCHEME

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19/01/2006
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LOCAL PLANNING POLICIES



DAREBIN PLANNING SCHEME

22-04
01/06/2017
G437

THE JUNCTION FRAMEWORK PLAN

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

Policy Basis

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

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

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

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

Objectives

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

DAREBIN PLANNING SCHEME

- To improve safety, amenity and surveillance of the Bell Railway Station and pedestrian linkages to and from the station.
- To recognise and protect heritage assets.
- To encourage the upper levels of buildings to be separated from other buildings or set back from property boundaries to ensure high level access to daylight is provided at lower levels, especially for south-facing aspects of new developments.
- To ensure that new development does not compromise the ability for future adjoining buildings to gain high level access to daylight at the lower levels.

Policy

It is policy that:

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

DAREBIN PLANNING SCHEME

References

- Draft Darebin Housing Strategy 2013 (Revised 2015)*
- Draft Darebin Economic Land Use Strategy 2013*
- High Street Urban Design Framework, 2005*
- Stormwater Management Plan for City of Darebin, 1999*
- Plenty Road Integrated Land Use and Transport Study, 2013*



DAREBIN PLANNING SCHEME

22-0201/06/2017
G437**NEIGHBOURHOOD CHARACTER**

This policy applies to the consideration of applications for development and works on land in the Neighbourhood Residential Zone and the General Residential Zone that is covered by the Neighbourhood Character precinct plan that forms part of this clause, but excluding all land within:

- Design and Development Overlay—Schedule 3 (DDO3 The Junction)
- Design and Development Overlay—Schedule 16 (DDO16 St Georges Road Corridor)
- Design and Development Overlay—Schedule 17 (DDO17 Plenty Road Corridor)

22-02-115/10/2015
G438**Policy basis**

This policy:

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

22-02-215/10/2015
G438**Objectives**

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

22-02-315/10/2015
G438**Policy**

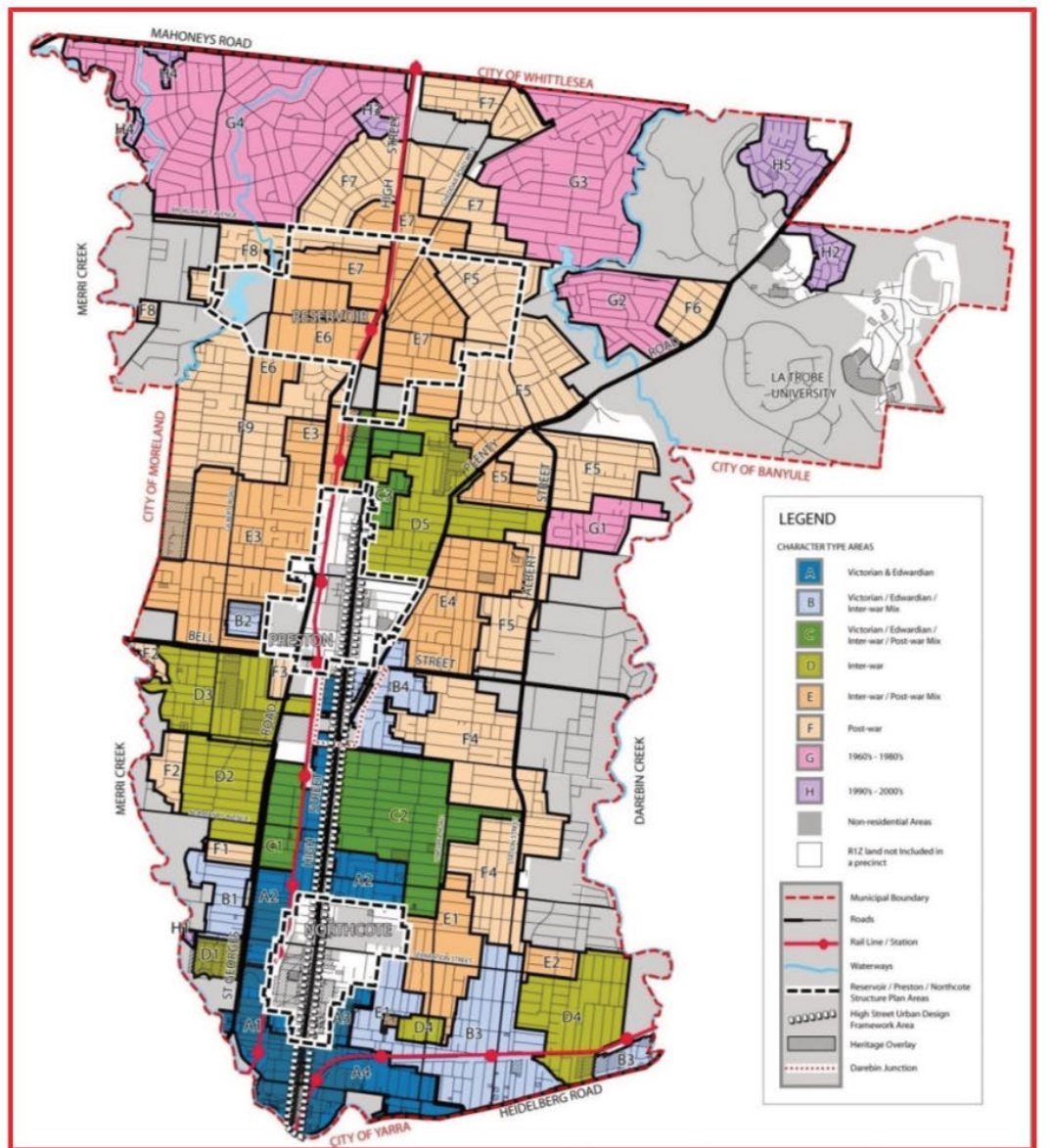
Where a permit is required to develop or subdivide in the Neighbourhood Residential Zone or General Residential Zone, it is policy to:

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

22-02-415/10/2015
G438**Policy reference**

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

DAREBIN PLANNING SCHEME



DAREBIN PLANNING SCHEME

22-03
15/10/2015
C138

DAREBIN CREEK – ADJACENT LAND DESIGN AND DEVELOPMENT

This policy applies to all land adjacent to the Darebin Creek, which is located within a Darebin Creek "Character Area" which forms part of and is attached to, this policy.

22-03-1
15/10/2015
C138

Policy basis

Within the policy area, there is pressure for redevelopment of creek side lots and replacement of single or two storey houses with larger multi-unit developments. Development of industrial land has impacted upon the creek side environs with regard to location of storage areas, car parking and design of the built form.

To conserve the area’s aesthetic, environmental and recreational values, Council should ensure that new development respects the character and values of the Darebin Creek environs. Development adjacent to the Darebin Creek should seek to retain and enhance the creek’s unique contributions to both the surrounding population and the wider biological community.

22-03-2
15/10/2015
C138

Objectives

- To provide for a consistent and coordinated planning approach to protect, maintain and enhance the natural, landscape, cultural and built character of the Darebin Creek.
- To ensure that new development contributes to the desired character of the Darebin Creek environs
- To acknowledge the character of creek side environments and its contribution to the aesthetic values of adjacent communities as well as its role as a waterway and open space corridor.
- To address the effects of development on private and public land on the aesthetic qualities of the creek side environs.
- To ensure that on development sites (including those where subdivision will occur) adjacent the creek, that the aesthetic impact is assessed with regard to maintaining and enhancing the existing creek environs, view lines and landscape works.

22-03-3
15/10/2015
C138

Policy

It is policy that in addition to the individual precinct plans prepared for each character area along the Darebin Creek, that the following matters be taken into consideration when considering any applications to develop or subdivide land adjacent the Darebin Creek:

- Development or subdivision adjacent the Darebin Creek should be designed in such a way that topography or landscape treatments are used to minimise the view from the creek side environs.
- Where development will be visible from the creek side, the built form should not dominate the view line from the creek, but instead the site should be landscaped so that planting becomes the dominant visual component.
- Development that contains roads should site them so that they have a minimal impact on the environmental qualities of the creek side.
- Preferably a road should enable development to front rather than back on to creek environs. Landscape treatments should be incorporated into the front setbacks.
- Proposed public and communal open space adjacent to the creek environs should be designed and located so as to maximise and increase the open space setback adjacent the creek side environs.
- Storage and carparking areas should, where practical, not be located adjacent to the creek side. These service areas should be adequately screened by sufficient landscaping to minimise visibility from the creek corridor.

DAREBIN PLANNING SCHEME

- Where buildings are visible from the creek side environs they should incorporate facades which front the creek. The design of these buildings should incorporate materials, colours and textures, which enhance the creek side amenity.
- New development should incorporate landscaping treatments which protect and enhance the natural character of the creek side, minimise erosion and run off, enhance habitat values, frame buildings in areas where built elements are visually dominant and where appropriate provide a high standard of environmental amenity for the development site and for creek side users.

22.03-415/10/2015
G138**Decision Guidelines**

In considering any application for development adjacent the Darebin Creek the responsible authority shall have regard to matters contained in the *City of Darebin, Darebin Creek, Design and Development Guidelines, David Lock & Associates, June 2000*.

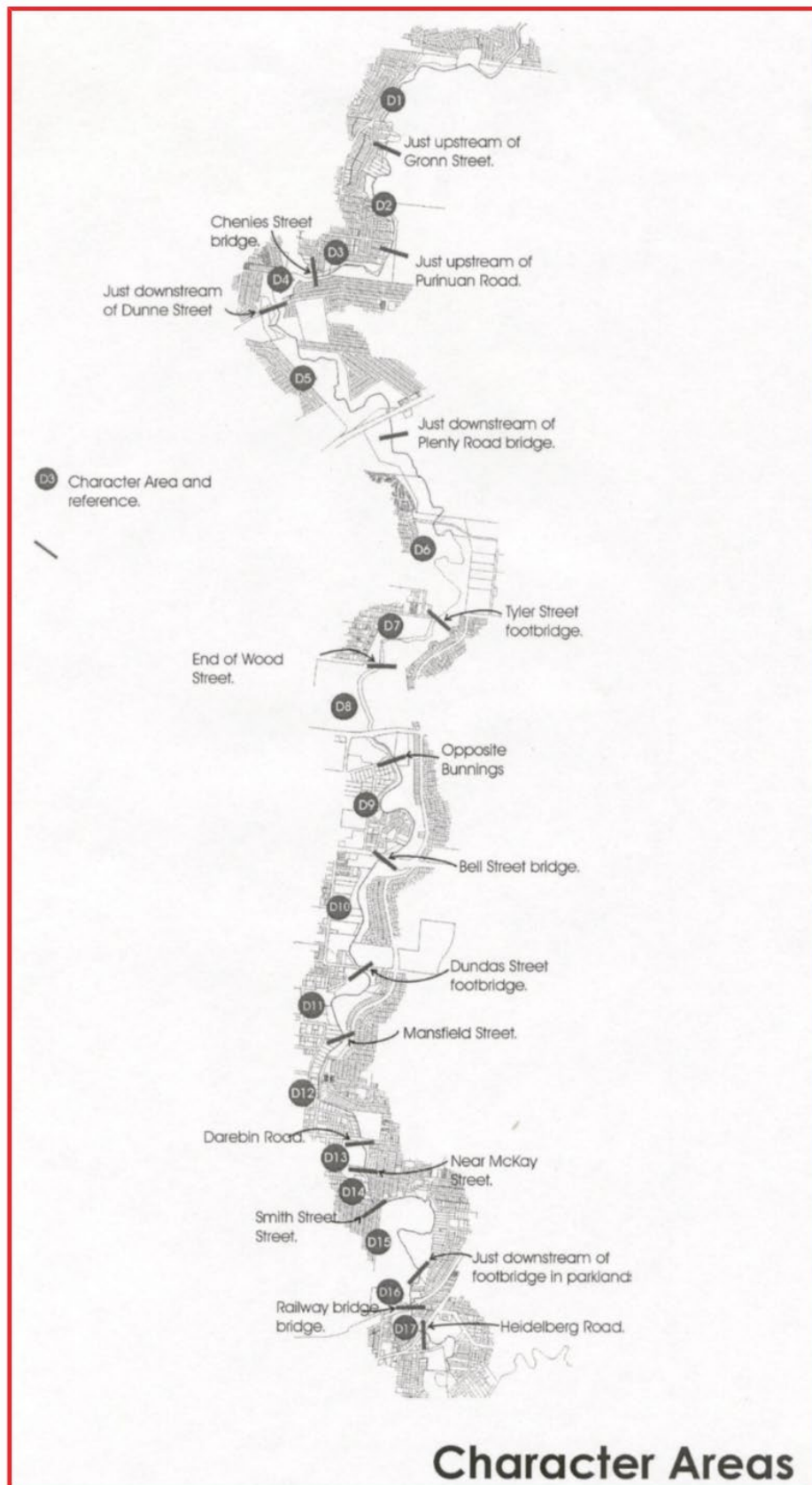
22.03-515/10/2015
G138**References**

City of Darebin, Darebin Creek, Design and Development Guidelines, David Lock & Associates, June 2000.

Lower Darebin Creek Concept Plan, Parks Victoria/Melbourne Water, 1995

Darebin Open Space Strategy, Context Planning, 2000.

DAREBIN PLANNING SCHEME



DAREBIN PLANNING SCHEME

22-04
15/10/2015
G138

INDUSTRIAL AND COMMERCIAL ACTIVITY

This policy applies to all land in the Industrial 1 Zone, Industrial 3 Zone and Commercial 2 Zone in the City of Darebin.

22-04-1
15/10/2015
G138

Policy Basis

The City of Darebin supports appropriate industrial and commercial development as an integral component of the economic growth and viability of the municipality and is committed to retaining employment opportunities.

Council recognises that development must be sustainable and must be balanced with social, environmental and cultural development to ensure Darebin remains a vibrant place to live and work.

Land use patterns in the municipality are changing in response to population renewal, property price increases and shifts in economic activity. Council acknowledges this change must be managed to ensure continued appropriate land uses and to manage areas of conflict between competing land uses and interfaces between non-complementary uses.

22-04-2
15/10/2015
G138

Policy Objectives

- To ensure a high standard of urban design is achieved to improve the visual character, functioning and layout in industrial and commercial areas.
- To require the provision of suitable landscaping to improve the appearance of industrial and commercial areas.
- To minimise the impact on the amenity of surrounding residential areas from traffic, noise and emissions resulting from industrial land uses.
- To reduce and minimise conflict between industrial and non-industrial land uses.

22-04-3
15/10/2015
G138

Policy

Design

The design and construction of new buildings should improve the streetscape and amenity of the local area:

- The development of the land takes place in an orderly and proper manner with Council considering the following issues when assessing the impacts of development:
 - vehicle movement — to ensure safe and efficient vehicle access with trucks entering and leaving the site in a forward direction without damaging Council assets
 - loading bay provisions and access
 - pedestrian movement
 - car parking, including provision for bicycles and disabled
 - streetscape amenity — ensuring there are adequate setbacks and the scale and form of new buildings are compatible with the streetscape, particularly on sites abutting residential development
 - the need to promote environmentally sustainable development through the encouragement of permeable surfaces, energy efficient design and practices, water reuse, stormwater best practice management and recycling.
- Buildings incorporate design elements that add visual interest, are of contemporary design, use modern materials and address the streetscape.

DAREBIN PLANNING SCHEME

- Buildings are designed and located to ensure front setbacks conform to the prevailing setbacks in the area.
- The use of front setbacks is restricted to landscaping, visitor car parking, access ways and signage.

Landscaping

Landscape treatment should enhance the visual appearance of development and be used to create an attractive and sustainable environment. Where practical, landscape should improve the amenity of surrounding area.

- Landscaping should be provided within front and side setbacks to the street, to car parking areas and around outdoor goods storage areas. Landscaping should also be provided along rear and side boundaries which form an interface with a more sensitive use (such as a creek or a dwelling) or are visually prominent.
- Landscaping should:
 - retain existing vegetation where possible and appropriate
 - be simple and low maintenance
 - use drought-tolerant and indigenous plants as appropriate
 - include canopy trees, particularly within street setbacks and car parking areas.
- Where 10 or more car parking spaces are provided, trees, or other appropriate landscaping, should be provided to increase permeability, break up the bitumen area, provide shade, and improve the visual amenity of the area.
- There should be low fencing or no fencing at the main street frontage. Any front fencing should be of high quality and be colour coated (not exposed wire or uncoated timber). Cyclone fencing should be avoided. If security fencing is required it should be visually permeable.

Amenity

A high standard of amenity within industrial and commercial areas is desired.

- Any proposal to use or develop land for industrial or commercial purposes in the immediate area of residential uses, open space or other sensitive land uses must incorporate measures to limit adverse impact on the surrounding area, particularly in terms of emission of noise, artificial light, vibration, odour, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil.
- Plant and equipment, including air conditioning units, must be insulated and located to minimise noise impacts on the surrounding area.
- Well-defined interface buffers between industrial/commercial and residential land uses be maintained to minimise potential conflict.
- Storage and waste areas be appropriately secured and screened from sensitive uses and the public realm.
- Parking areas and access ways should be appropriately surfaced and drained to accommodate the proposed level of vehicular traffic and minimise the emission of dust.
- In both core and non-core industrial areas, on-site activities should be located to minimise the impact on non-industrial zoned land.
- Fencing should be located at or behind the building line and is discouraged along the front boundary or in front of the building line.

Policy References

- *Darebin Economic Land Use Strategy, 2014*

DAREBIN PLANNING SCHEME

22-05
29/03/2018
C180

HIGH STREET CORRIDOR LAND USE AND URBAN DESIGN

This policy applies to land located along the High Street corridor from Merri Creek, Westgarth to Wild and Mason Streets, Regent, as shown on Maps 1A, 1B and 1C. It excludes the Northcote Activity Centre Local Policy Area.

22-05-1
15/10/2015
C138

Policy Basis

This policy implements the High Street land use and urban design objectives and strategies set out in the Municipal Strategic Statement and the recommendations of the High Street Urban Design Framework and Precinct Guidelines.

22-05-2
15/10/2015
C138

Objectives

- To protect key public views and vistas (1) from All Nations Park, (2) to the Northcote Town Hall from ‘Y on High’ and (3) the central city skyline from Ruckers Hill.
- To strengthen the core retail function of the designated activity centres along High Street.
- To promote redevelopment of the internodal areas in High Street.
- To protect the amenity of residential land adjacent to commercial land.
- To improve the accessibility and amenity of High Street properties by progressively widening rear laneways.

22-05-3
29/03/2018
C180

Policy

It is policy that the following precinct policies and design guidelines be considered in all planning applications in the relevant precinct (refer to Maps 1A, 1B and 1C for precinct boundaries) in order to protect residential amenity and strengthen the role of activity centres.

Design Guidelines – All Precincts

- Where vehicular access to the site is obtained by a laneway, the laneway is to be widened to 6 metres.
- New development is required to have rear setbacks adjacent to residential properties in accordance with the Diagrams below. (Note that these rear setback requirements are based on an extrapolation of Standard B17 in clause 55.04-1 of the Darebin Planning Scheme.)
- Buildings with street frontage are to maintain a street wall height of 8-10 metres with upper levels set back.
- Where preferred building height is expressed as a number of storeys, the ground floor storey is expected to be up to 4 metres high and storeys above ground floor to be 3 metres high.

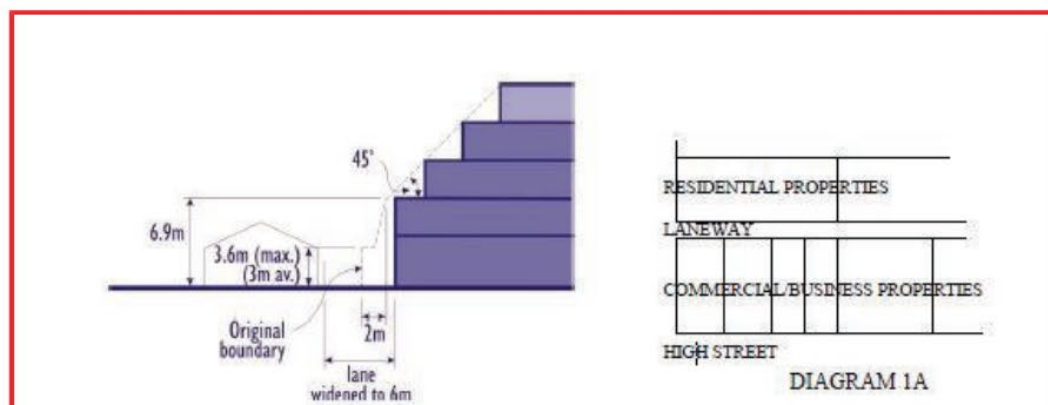


Diagram 1 – Side-on Residential Properties Separated by a Laneway

DAREBIN PLANNING SCHEME

Diagram 1 applies where the adjoining residential property fronts at right angles to the properties fronting High Street, as shown above in Diagram 1A, where a laneway separates the properties. Where laneways are widened, the rear setbacks apply to the original boundary.

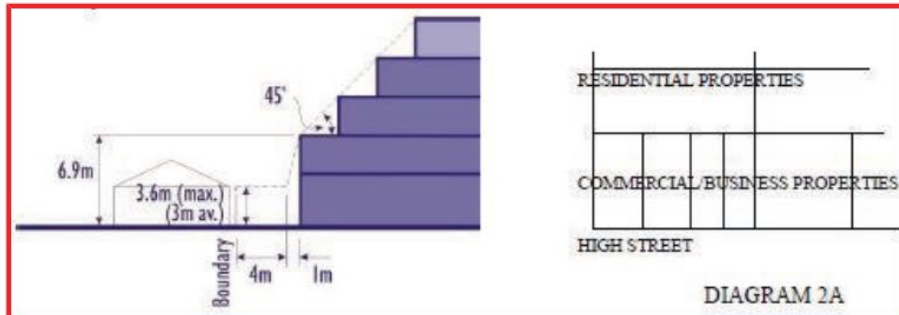


Diagram 2—Side-on Residential Properties Not Separated by a Laneway

Diagram 2 applies where the adjoining residential property fronts at right angles to the properties fronting High Street, as shown above in Diagram 2A, where there is no laneway separating the properties.

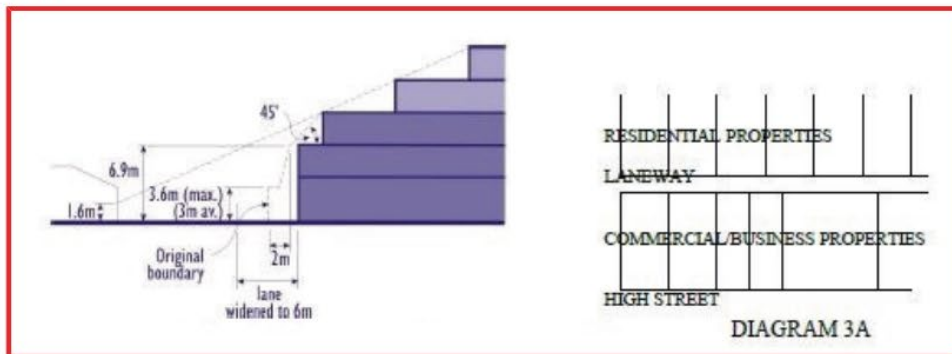


Diagram 3—End-on Residential Properties Separated by a Laneway

Diagram 3 applies where the adjoining residential property has frontage to a street parallel to High Street, as shown above in Diagram 3A, where a laneway separates the properties. Where laneways are widened, the rear setbacks apply to the original boundary.

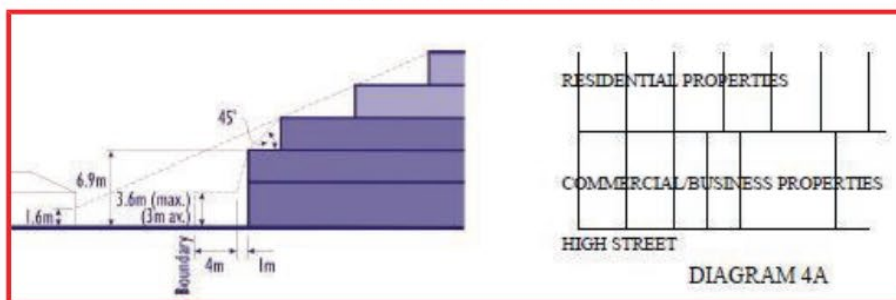


Diagram 4—End-on Residential Properties Not Separated by a Laneway

Diagram 4 applies where the adjoining residential property has frontage to a street parallel to High Street, as shown above in Diagram 4A, where there is no laneway separating the properties.

DAREBIN PLANNING SCHEME

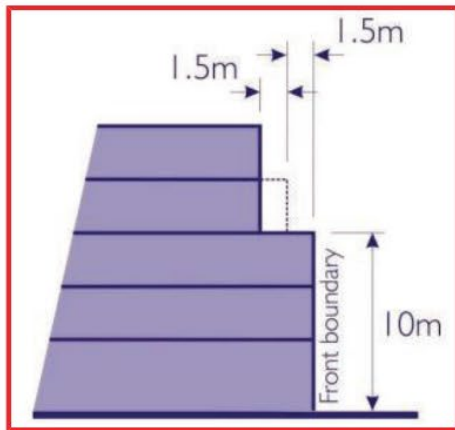


Diagram 5—Setbacks from the front boundary

Diagram 5 illustrates the requirement for buildings to be built to the front boundary up to a height of between 8 and 10 metres above ground level and then set back a minimum of 1.5 metres from the front boundary per floor.

Precinct 1: Westgarth South

It is policy:

- To retain the predominantly low-rise residential, historically significant built form character and streetscape.
- To encourage the redevelopment of the industrial sites on the eastern side of High Street between Walker and Cunningham Streets (Nos. 18-36 High Street, Westgarth) for a mix of commercial and residential uses, within the existing buildings or in new buildings of a similar form.
- To encourage the redevelopment of the industrial site on the south side of Urquhart Street for a residential apartment building that takes advantage of the sloping topography, while minimising its impact on adjoining land uses including the Merri Creek open space corridor.
- To encourage the redevelopment of the Walker Street public housing site on the west side of High Street in accordance with DPO13.

Design Guidelines

On the eastern side of High Street between Cunningham and Walker Streets (Nos. 18-36 High Street, Westgarth):

- Buildings are to be built to the front boundary.
- Undercroft parking is not to be provided at the front of the building.
- Redeveloped or new buildings can exceed the height of the existing building by up to 7 metres, provided the additional storeys are set back from the ground floor frontage and use techniques (such as contrasting external wall materials) to make them visually recessive.

Precinct 2: Westgarth Central

It is policy:

- To retain and enhance the relatively intact, valued and historically significant Victorian and Edwardian streetscape.
- To retain and enhance the mix of small scale cinemas, local convenience retail, restaurants and specialty retail uses in narrow fronted premises.
- To encourage the development of small scale residential development above or behind business premises.

DAREBIN PLANNING SCHEME

- To ensure that the visual impact of development behind or above existing buildings is minimised by appropriate setbacks and height.
- To encourage low-rise development on larger lots north of Candy Street and at the corner of High Street and Westgarth Street, that provides new anchor attractions and residential accommodation, in buildings that respect the low-scale heritage context, but express the entry to the centre.

Design Guidelines

The façade of any replacement building that extends across two or more lots to be designed to appear as multiple buildings of typical frontage width.

New buildings or extensions (other than sites identified below) are not to exceed one level above existing building floor levels, and any part of the building above the existing front façade height is to be set back behind the façade so that it does not extend more than 15% above the apparent front wall height when viewed from the footpath opposite the site in High Street.

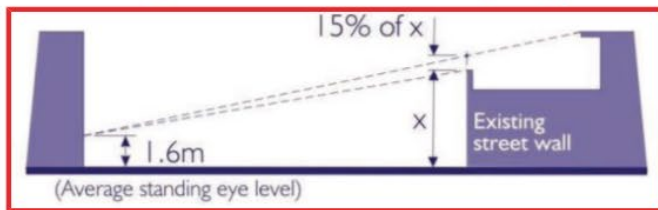


Diagram 6—Front setback to shoptop development above 1-storey street wall

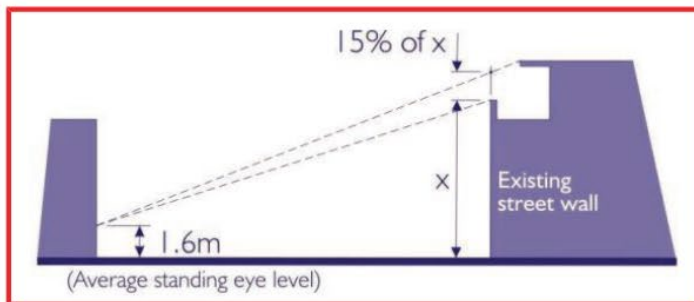


Diagram 7—Front setback to shoptop development above 2-storey street wall

Primary pedestrian access to new development is to be from High Street.

New buildings on land north of Candy Street or at the corner of High and Westgarth Streets (Nos. 54 and 106-118 High Street, Westgarth) are not to exceed 3 storeys, except that non-habitable architectural elements may extend by up to a further 3.5 metres.

Buildings over 8 metres in height:

- are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- are to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 3: Westgarth North

It is policy:

To retain and enhance the prominence of the historic cable tram-ramp landscape including the drinking fountain, western brick parapet, tramway overhead stanchions and rows of elms and peppercorn trees:

Precinct 4: Croxton

It is policy:

DAREBIN PLANNING SCHEME

- To encourage the redevelopment of this area for ground floor showroom uses and residential uses primarily above and behind.
- To provide for office uses at ground floor level.
- To discourage small scale retail uses from locating in this area, other than to accommodate future demand for expansion of the Thornbury shopping centre, or to provide small scale convenience shops that serve the immediate locality.
- To preserve the existing views to the horizon from the All Nations Park hilltop to the northwest.
- To protect the view of the Northcote Town Hall from 'Y on High' (the junction of High Street, Plenty Road, Miller Street and Dundas Street.)
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

Buildings not to exceed 5 storeys or the height of the existing building on the site (whichever is greater) with the maximum height determined by the maintenance of the view corridor to the horizon from All Nations Park hilltop:

Buildings over 8 metres in height:

- are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front building face per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 5: Thornbury Village

It is policy:

- To enhance and support the role and viability of the centre in providing local convenience and comparison retailing, service and office uses.
- To retain and enhance the low scale Victorian and Edwardian buildings on traditional narrow fronted lots on the west side and north of Normanby Avenue.
- To encourage the development of small scale residential development above or behind business premises.
- To ensure that the visual impact of development behind or above existing buildings is minimised by appropriate setbacks and height.
- To encourage the redevelopment of sites south of Clarendon Street and immediately north of Clarendon Street on the east side of High Street (Nos. 630-656 and 658-668 High Street and 6 Clarendon Street, Thornbury) for new anchor attractions or residential development in mid to high rise buildings.
- To encourage the sensitive reuse of the heritage 'Browns Motors' building (No.626-628 High Street, Thornbury).
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

New buildings or extensions (other than sites identified below) are not to exceed two levels above existing building floor levels, and are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.

In the area of the Precinct on the east side of High Street south of Clarendon Street and immediately north of Clarendon Street (Nos. 630-656 and 658-668 High Street and 6 Clarendon Street, Thornbury), new development is:

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- to be graduated in height from a maximum of 3 storeys at the eastern boundary to a maximum of 5 storeys along High Street or 6 storeys within 18 metres of the corner of High Street and Clarendon Street along both street frontages
- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level along the High Street and Clarendon Street frontages, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 6: Thornbury Central

It is policy:

- To encourage the redevelopment of this area for ground floor showroom uses and residential uses primarily above and behind.
- To provide for office uses at ground floor level.
- To discourage small scale retail uses from locating in this area, other than to provide small scale convenience shops that serve the immediate locality.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

Buildings are not to exceed 5 storeys:

Buildings over 8 metres in height are:

- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 7: Thornbury Junction

It is policy:

- To encourage offices and showrooms at ground floor level, particularly in the area between Flinders Street and Pender Street on the west side of High Street.
- To encourage residential development above and behind commercial premises.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

New buildings or extensions on narrow allotments are not to exceed two levels above existing building floor levels, and are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.

Buildings on land with a frontage to High Street greater than 15 metres are:

- not to exceed the 4 storeys or that of the existing building on the site (whichever is greater)
- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 8: Preston South

It is policy:

DAREBIN PLANNING SCHEME

- To encourage the substantial development of this area as a major business and community centre for Darebin and the northern region of Melbourne.
- To encourage the development of ‘landmark’ high-rise buildings at the Bell Street intersection.
- To encourage provision of an active frontage to High Street with ground floor office and large-format showroom and retail uses, and smaller retail shops as new development demands.
- To encourage upper floors to accommodate office, service business, educational and residential uses.
- To encourage the development of Mary Street properties for complementary office or service business uses, with some residential uses above ground level, and discourage at-grade car parking facilities along frontages to Mary Street and Bruce Street.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

Buildings located at the intersection of High Street and Bell Street (Nos. 225-243 and 196-204 High Street, Preston) are not to exceed 8 storeys in height.

Buildings elsewhere in the Precinct are:

- not to exceed 5 storeys or that of the existing building on the site (whichever is greater)
- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 9: Preston Central

It is policy:

- To enhance and consolidate the role of Preston Central Activity Centre, providing a sub-regional retail, service, office, business, entertainment, community service and residential role.
- To encourage development that respects the pattern of development and enhances public realm amenity.
- To encourage residential development above and behind commercial premises.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Precinct Policies

New buildings or extensions on narrow allotments are not to exceed two levels above existing building floor levels, and are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor;

Buildings on land with a frontage to High Street greater than 15 metres are:

- not to exceed 4 storeys or that of the existing building on the site (whichever is greater)
- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 10: Preston North

It is policy:

DAREBIN PLANNING SCHEME

- To encourage the provision of complementary employment generating activities to support the role of Preston Central, including showrooms at ground floor and residential uses.
- To provide for office uses at ground floor level to support the role of Preston Central.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

Buildings over 8 metres in height are:

- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

Precinct 11: Preston “Auto Alley”

It is policy:

- To encourage a mix of car sales and related uses, showrooms, offices and service industry uses.
- To ensure new development is designed to protect the amenity of adjoining residential properties.
- To encourage new development of sites at the southern part of the Precinct to include front setbacks to enhance the appearance and separation of the Precinct from the Preston North Precinct to the south.

Design guidelines

Buildings over 8 metres in height are to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor.

Buildings proposed at 573-603 High Street, Preston are to be set back 6 metres from the front and incorporate tree planting in the setback area.

Precinct 12: Regent

It is policy:

- To encourage a mix of showrooms, offices and service industry uses in the area south of Regent Street and 626 High Street, Preston.
- To provide for a mixture of residential and commercial uses in the northern part of the Precinct.
- To ensure new development is designed to protect the amenity of adjoining residential properties.

Design guidelines

Buildings over 8 metres in height are:

- to be built to the front and side boundaries up to a height of between 8 and 10 metres above ground level, and then set back a minimum of 1.5 metres from the front boundary per floor
- to include measures (such as contrasting external wall materials) to ensure any part of the building above and set back from the front wall is visually recessive.

References

High Street Study Urban Design Framework and High Street Study Precinct Guidelines, David Lock Associates & Planisphere, March 2005.

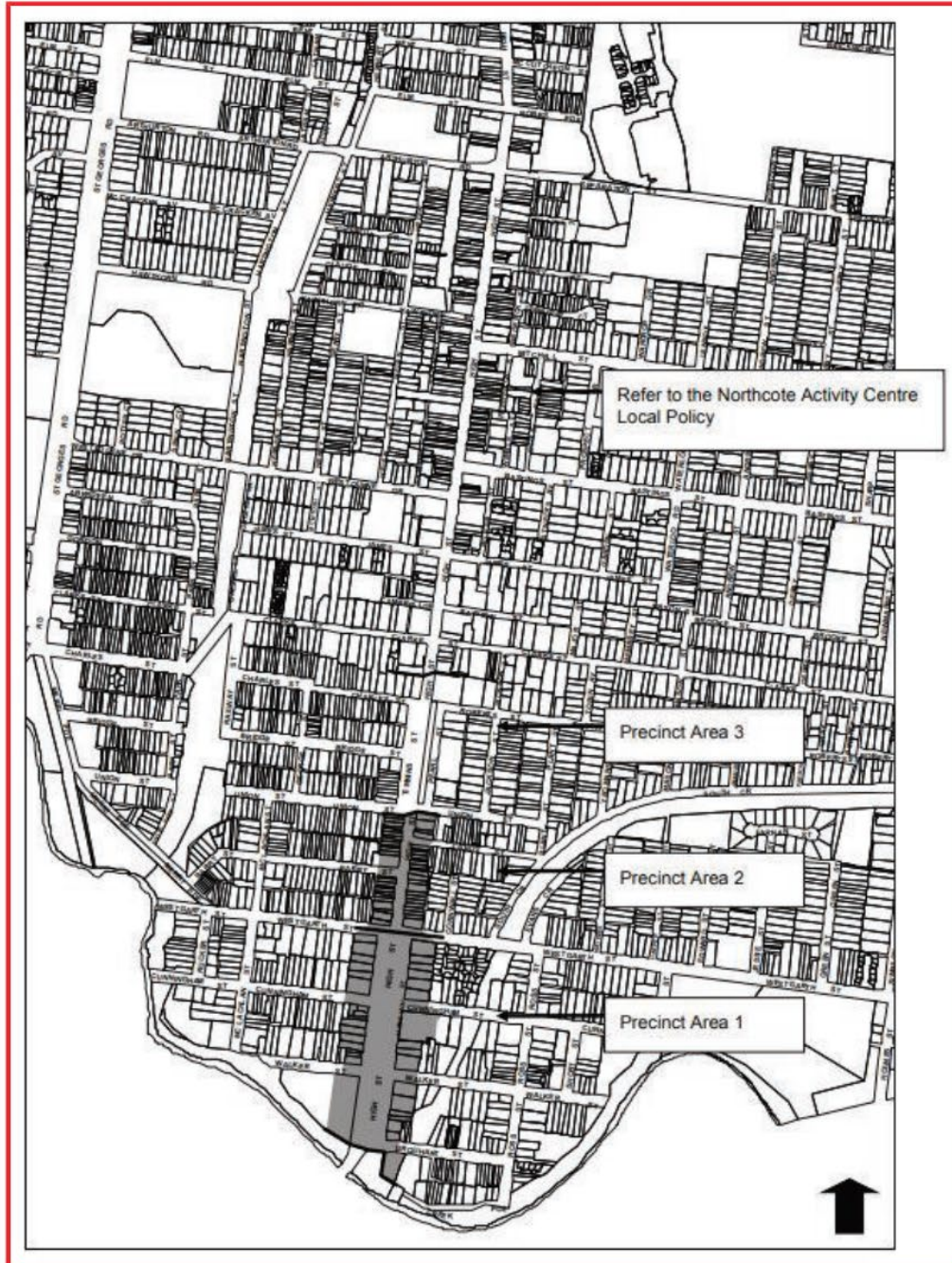
Industrial Land Use Strategy, City of Darebin, November 2001.

DAREBIN PLANNING SCHEME

Map 4A

Precincts 1 to 3

Greek Parade to Separation Street

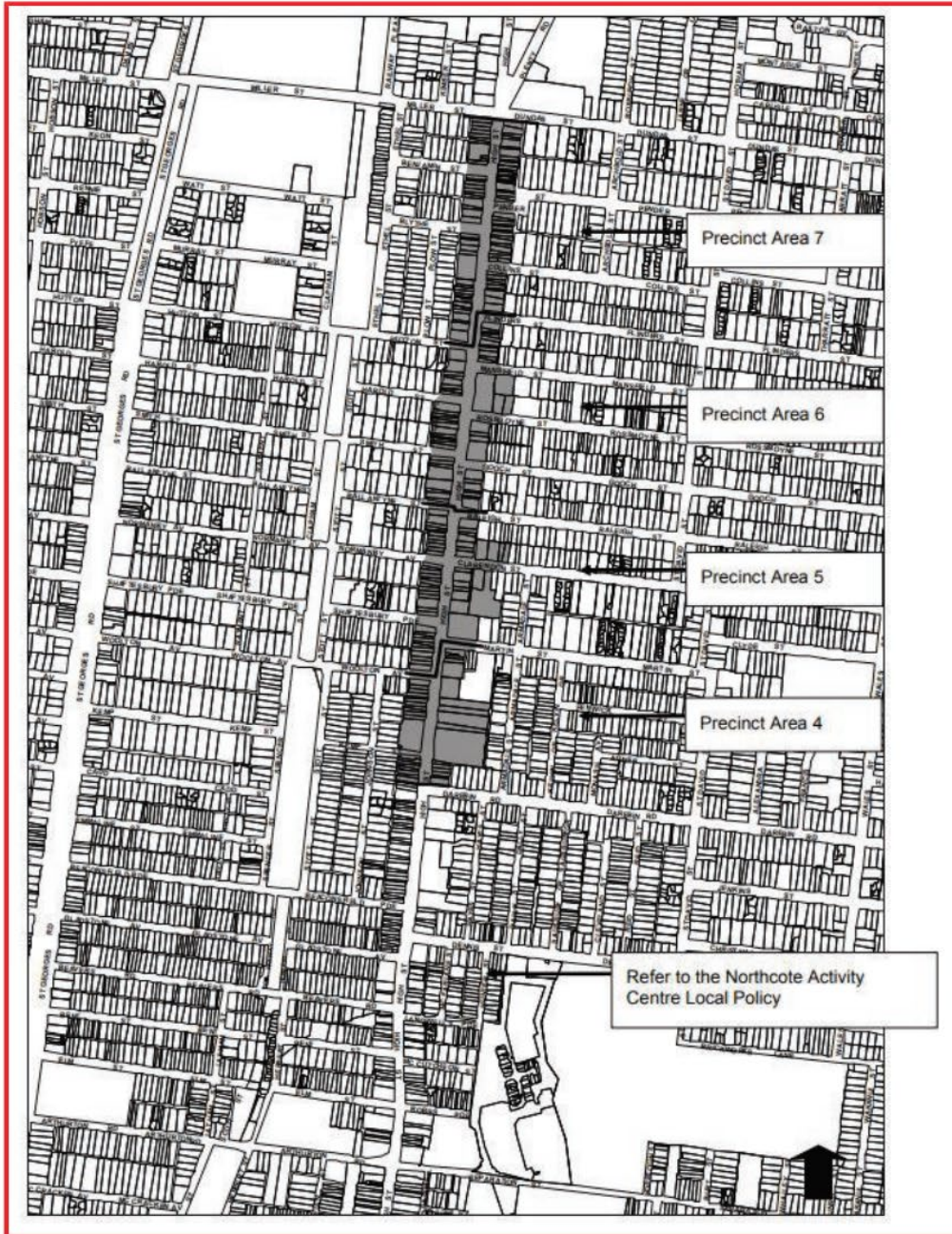


DAREBIN PLANNING SCHEME

Map 4B

Precincts 4 to 7

Separation Street to Miller Street

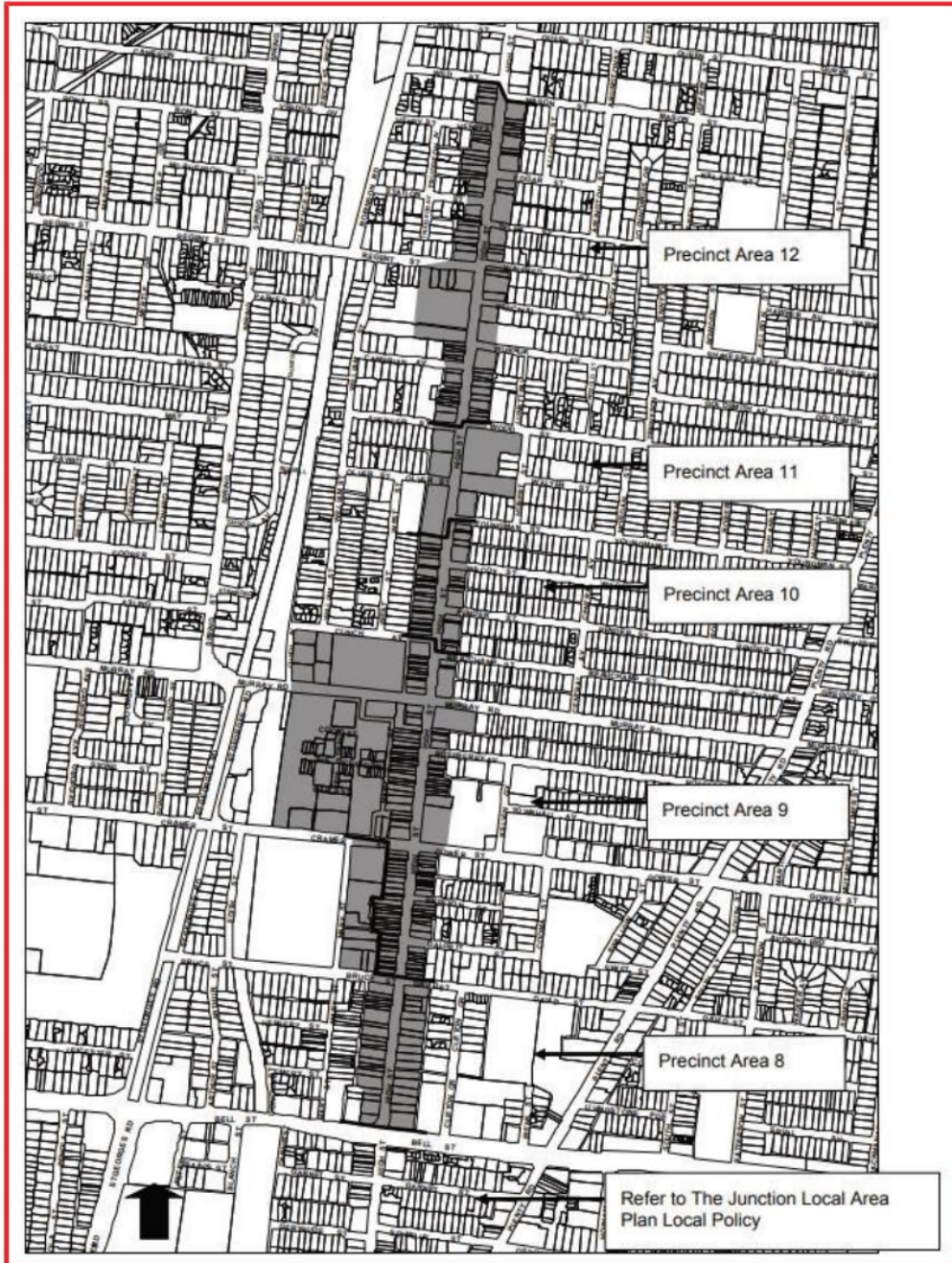


DAREBIN PLANNING SCHEME

Map 4G

Precincts 8 to 12

Bell Street to Wild Street



DAREBIN PLANNING SCHEME

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MULTI-RESIDENTIAL AND MIXED-USE DEVELOPMENT

This policy applies to:

- multi-dwelling apartment development
- mixed-use development which includes a residential use

in:

- a Residential Growth Zone, Mixed Use Zone, Commercial Zone and Priority Development Zone
- a General Residential Zone (if in the opinion of the responsible authority a requirement of the policy is not relevant to the evaluation of an application, the responsible authority may waive or reduce the requirement)

excluding land within Design and Development Overlay Schedule 14 (DDO14) Northcote Major Activity Centre.

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Policy Basis

This policy builds on the design and built form objective in clause 15.01-2 and implements the strategies for housing diversity and urban design in the Municipal Strategic Statement.

22-06-2
15/10/2015
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Policy Objectives

- To facilitate residential and mixed use development which promotes housing choice, displays a high standard of urban design, limits off-site amenity impacts, and provides appropriate on-site amenity for residents.
- To facilitate development that demonstrates the application of environmentally sustainable design principles.
- To facilitate a high quality street edge that relates to the public realm.
- To encourage efficient design outcomes that consider the development potential of adjoining sites.
- To encourage the consolidation of lots to facilitate better design and amenity outcomes for higher density development in locations where substantial housing change is directed.

22-06-3
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Policy

It is policy:

- To consider the objectives and guidelines of the following design elements in the assessment of multi-residential apartment development and mixed use development.
- For development of five or more storeys, to also consider the *Apartment Design Guidelines for Victoria, Department of Environment, Land, Water and Planning, 2017*.
- To encourage the consolidation of lots to increase development opportunities and encourage high quality design and amenity outcomes.
- To encourage the location of the mass of buildings towards the street frontage through which the rear bulk is minimised.
- To maximise street and rear facing dwellings to facilitate high quality internal amenity and reduce negative offsite impacts of development.
- To ensure development makes a positive contribution to the pedestrian environment.

DAREBIN PLANNING SCHEME

22-06-3.1 Sustainability**Objectives**

To achieve development design that is guided by environmentally sustainable design principles.

To achieve highly energy efficient development.

To achieve highly water efficient development.

To achieve sustainable development with a high level of internal amenity

Design Guidelines

- Utilise passive solar design layout to reduce energy consumption for lighting, heating and cooling.
- To utilise window treatments such as fixed and adjustable shading devices that respond to the building's solar exposure;
- Create a high level of daylight access preferably via providing front and rear facing dwellings or via utilising light courts that widen towards the top of buildings, especially abutting side boundaries. The base of a light court should have an adequate depth from the side boundary and a usable base for secluded private open space.
- Locate light courts to align with light courts on adjacent development sites wherever possible.
- Maximise direct access to daylight to all habitable rooms and avoid the reliance on borrowed light, including for non-habitable rooms and common areas.
- Ensure dwellings have excellent opportunities for natural ventilation, especially for single-aspect dwellings.
- Make use of resource saving utilities such as solar hot water heaters and solar panels.
- Utilise systems that encourage stormwater reduction and the reuse of grey water such as biofiltration systems and water tanks connected to e.g. toilet flushing.

22-06-3.2 Design & Materials**Objective**

To locate the mass of the building envelope towards the street frontage and away from rear boundaries.

To require high quality design and finishes for multi-level development.

To ensure development has a strong relation to the pedestrian environment in the public realm.

Design Guidelines

- Development on wider street frontages should reflect the vertical streetscape rhythm of the predominant pattern in the area.
- Building levels should be distinguished via horizontal banding or building elements.
- Development on street corners, landmark sites and within activity areas should provide for a strong robust form.
- Development on street corners including rear laneways should be splayed to create open sightlines for pedestrians.
- Building mass should be located towards the street frontage, reducing the impact of visual bulk towards the rear of the lot and maximising the potential for street-facing dwellings (while avoiding side facing dwellings).

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- Development should create a lower-scale street edge through a two- or three-tiered module approach with a larger footprint for the first levels and upper levels being set back from the frontage of the lower levels.
- Development facades facing public spaces and internal passage ways should be activated via passive surveillance.
- Facades of new development should be modulated by porticos, balconies, verandahs, sun shade devices and the like and not be overly reliant on a mix of materials and colours.
- Design and building materials used should be low maintenance, durable and of high quality, and minimise the potential for graffiti.
- Development should seek to retain development potential of adjoining sites so that equitable access direct sunlight is achieved.
- The design of new buildings should incorporate techniques to minimise their apparent bulk and the ‘wedding cake’ effect of progressive setbacks to upper levels via providing a strong base at the street edge and lighter middle and top components.
- In residential areas, a domestic design approach is desirable and should comprise a balance of solid and void elements, embellished with architectural features such as balconies, fenestration and roof forms, including eaves.
- Development in commercial or mixed use zones should provide for commercial capable floor to ceiling heights at ground level where fronting the main street.
- Where blank walls to upper levels of buildings are unavoidable, they should be treated to reduce their visual impact.
- Rooftop servicing and communication equipment should be located and/or screened to minimise visibility from public spaces.
- Site services, such as utility meters, substations, fire booster and the like should be located and designed to minimise visibility from public spaces, especially the main street frontage.

22-06-3.3 Building Height

Objectives

To ensure that the height of new development responds to the relevant strategic directions for the area.

To ensure new development is appropriate to the scale of nearby streets, other public spaces and buildings.

To protect sunlight access to public spaces.

Design Guidelines

- Building height should be determined by the application of the other elements of this policy and relevant elements of this planning scheme, having regard to:
 - any height limit specified in the zone or zone schedule
 - site context, including the scale and character of surrounding development and the nature and sensitivity of surrounding land uses;
 - site characteristics, including area, dimensions, topography, orientation and outlook;
 - existing development on the site, including height, bulk, and site coverage
 - the level of impact on public spaces such as footpaths, squares and parks.

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22-06-3.4 Dwelling diversity**Objective**

To provide a range of dwelling sizes and types, including 3 bedroom units.

Design Guidelines

- Development is to provide residential apartments with a range of living and bedroom configurations to promote housing affordability and choice.

22-06-3.5 Parking and Vehicle Access**Objective**

To ensure that adequate arrangements for vehicle access and parking for residents and visitors are provided.

To provide for pedestrian amenity by minimising vehicle crossovers and providing a single point of access for multi-dwelling developments, where possible.

To provide a high amount of conveniently accessible bicycle parking.

To avoid vehicle crossovers on primary streets where an alternative rear or side access is available.

To encourage the internalisation of car parking areas within development sites and minimise their visibility from the public realm.

Design Guidelines

- The location and design of accessways should allow for ingress and egress in a forward direction.
- The consolidation of lots to reduce the number of crossovers and hardstand is strongly encouraged.
- Vehicle crossings to street frontages is discouraged in commercial and mixed use areas where active frontages are promoted.
- Where vehicle access for a development site is available from a side or rear street, it should be used in preference to access via a crossover to a primary street, as practicable.
- Under-croft car parking areas should be sleeved by development where possible to provide habitable or active spaces adjoining street interfaces.
- Access requirements for emergency services should be accommodated.
- Basement car parks should not be designed in ways which result in the ground floor level of buildings being excessively elevated.
- Garage openings should be located within the site and should not front the primary street.
- Bicycle parking spaces should be located at ground level or first basement level and be conveniently accessible.
- The number bicycle spaces should exceed the requirements of Clause 52.34 to reflect the high level of ridership in Darebin.

22-06-3.6 Street Address – Mixed-Use Developments**Objectives**

To promote opportunities for innovative land use mixes in new development, including commercial office space and home offices.

To promote active building frontages at ground level and visual and functional interaction between the footpath and new buildings.

DAREBIN PLANNING SCHEME

Design Guidelines

- To ensure that development provides a sense of address to residences within mixed use developments:
- Where a proposed development is located in a retail area the ground level frontage of the building facing the street should be designed and used for retail or other approved business purposes to provide an active frontage:
- In core retail areas, development should provide continuous weather protection to the footpath. Weather protection is to be set back by 750mm from the kerb to ensure it does not interfere with vehicles:
- Development should provide for an active frontage to the footpath through the inclusion of generous glazing, openings or other design techniques that promote visibility and accessibility between the footpath and the building.
- Development should provide an attractively designed and finished interface between the building and the footpath:
- Development should provide an attractive, recognisable and accessible pedestrian access point from the street to the residential component of the building:
- Development should be designed to front and/or have outlook to any adjoining public open space as appropriate.
- Advertising signs should be designed as integrated and visually cohesive elements of the building design.
- External public and communal spaces should be adequately lit and clearly visible from within adjacent buildings:
- A direct line of sight should be created from access ways to internal communal spaces:
- Any recesses in the ground floor front facade of a building built to the street boundary should be no more than 300 millimetres deep and no less than one metre wide:
- Mail boxes should be located close to the pedestrian entry:

22.06-3.7 Street Address – Residential Areas

Objectives

To enhance streetscapes by maximising opportunities for substantial landscaping within front setbacks:

To protect and enhance pedestrian amenity by minimising the impact of vehicular access points within the pedestrian realm:

To promote safe neighbourhoods by ensuring development achieves an appropriate sense of address:

Design Guidelines

- Development should provide for meaningful landscaping within the front setback by ensuring sufficient area is set aside for deep root planting. Development should be designed to front and/or have outlook to any adjoining public open space as appropriate.
- External public and communal spaces must be adequately lit and clearly visible from within adjacent buildings:
- Internal communal spaces should be clearly visible before entering the space:
- Mail boxes should be located close to the pedestrian entry:
- Dwellings at ground level should engage with the street by providing front fencing below 1.5m in height. Fencing over 1.2m in height should be semi-transparent:

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22.06-3.8 Amenity Impacts, Including Overshadowing and Overlooking

Objective

To ensure that multi-level development minimises unreasonable overshadowing and overlooking of residential development.

Design Guidelines

- The design of any privacy screening should strike a balance between preventing overlooking of existing secluded private open spaces and providing a high level of internal amenity for new dwellings.
- Privacy screening should be designed as integrated and visually cohesive elements of the building, such as:
 - Wall and balustrade design and building setbacks that utilise the building edge below to block downward views;
 - Building design and orientation of windows and balconies towards the public realm or within the development site;
 - Screening that obscures direct downward views but allows distance views where applicable (e.g. deep horizontal fixed louvres); and
 - Fixed planter boxes with higher outer and/or side edges.
- External surfaces should use low reflectivity materials.
- Servicing equipment is not to be located where it will cause a noise nuisance to adjacent properties or to dwellings within the development.

22.06-3.9 On-Site Amenity and Facilities, including Private Open Space

Objective

To provide a high adequate level of residential amenity for residents including provision of noise attenuation measures to protect residents from noise created as a part of the normal business and entertainment functions of activity centres.

Design Guidelines

- Development should meet the objectives of, as applicable, Clauses 55.05-1 to 55.05-4, 55.05-6 and 55.06-4 or Clauses 58.03-2 to 58.03-4 and 58.05-1 to 58.05-4 of the Darebin Planning Scheme.
- Where single aspect south facing apartments cannot be avoided, light wells should be incorporated to introduce direct natural light into habitable rooms.
- Windows to apartments with a single outlook must be clear to the sky, and should not be overhung with balconies or other protruding structure, unless the overhang is designed to provide a shading function and avoid excess heat gain.
- Bedrooms that rely upon borrowed light, including ‘battle axe’ bedrooms, should be avoided.
- Development should incorporate weather protection to private open space. These elements are to be designed as integrated and visually cohesive elements of the building design.
- Development should make adequate provision for natural light and ventilation to habitable rooms, including bedrooms.

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- In larger residential developments, communal open spaces should be provided to allow for recreational uses such as a garden, courtyard, tables and seating, BBQ facilities and utility uses such as open air clothes drying.
- Communication devices, cabling, antennas and plant should be integrated into the building design, consolidated and rationalised wherever possible and not visible from the surrounding streets.

22-06-3-10 Waste Management**Objective**

To provide for on-site storage of waste.

Design Guidelines

- A waste management plan which identifies the convenient location for on-site storage and arrangements for bulk storage and collection of refuse (including recyclable waste) must be submitted to the satisfaction of the responsible authority.
- Waste disposal facilities are to be carefully located so as not to pose amenity or health risks to the occupants of the development or abutting uses.
- Waste collection should occur on-site.

22-06-3-11 Equitable Access**Objective**

To provide adequate standards of access to and within multi-level development for older people and people with disabilities.

Design Guidelines

- Any part of the building to which the general public should have unrestricted access is to be designed and constructed to avoid discrimination in the provision of access.
- A proportion of dwellings should be designed so as to include a living room or bedroom, kitchen, bath or shower, and a toilet and wash basin at one level where practicable.

Reference Documents

Apartment Design Guidelines for Victoria, Department of Environment, Land, Water and Planning, 2017

Darebin Housing Strategy 2013-2033, City of Darebin

High Street Study Urban Design Framework, David Lock Associates and Planisphere, 2005

Preston Central Structure Plan 2006 City of Darebin & David Lock Associates

Reservoir Structure Plan, 2012

Residential Built Form Guidelines, 2014

Urban Design Guidelines for Victoria, Department of Environment, Land, Water and Planning, 2017

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[NO CONTENT]



DAREBIN PLANNING SCHEME

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NORTHGOTE ACTIVITY CENTRE

This policy applies to all land in the Northgote Activity Centre as identified on Map 1 Activity Centre and Precincts forming part of this policy.

22-08-1
15/10/2015
G138

Policy Basis

The purpose of this policy is to implement the recommendations and strategic directions of the *Northgote Activity Centre Structure Plan, April 2007* (NAC Structure Plan).

The NAC Structure Plan provides the strategic basis for this policy by building on:

- the MSS objectives for activity centres
- Council’s Activity Centres Policy (Clause 22.03)
- the *High Street Urban Design Framework, 2005* and *High Street Precinct Guidelines, 2005*
- Clause 12 of the SPPF.

22-08-2
15/10/2015
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Objectives

- To ensure use and development within the Activity Centre is generally in accordance with the NAC Structure Plan.
- To ensure the Activity Centre is developed in accordance with preferred built form outcomes including as set out in the *High Street Urban Design Framework 2005* and *High Street Precinct Guidelines, 2005* where relevant.
- To reinforce High Street as the core retail and commercial activity spine.
- To provide physical form and services that seek to create a more ecologically sustainable activity centre, including through incorporating principles of environmentally sustainable design.
- To encourage a diversity of use and development focused around walking, cycling and public transport as the preferred forms of access.
- To preserve and protect key public views and vistas from the All Nations Park hilltop and the central city skyline from Ruckers Hill.
- To improve pedestrian access between key destination points.
- To encourage increased residential development throughout the Activity Centre.
- To support a mix of uses, activities, services and facilities that enhance the economic, social and environmental viability of the centre.
- To develop the Activity Centre as a regional arts and culture node through a range of visual arts and live music venues and support services to the arts and design community.
- To encourage innovative solutions that enable a diversity of living and working opportunities, with a focus on maintaining and providing affordable housing and employment spaces.
- To maintain strong historic links to social and cultural diversity, including recognition of indigenous cultures and migration.

22-08-3
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Policy

General

- Consider the NAC Structure Plan when assessing land use and development proposals in the Activity Centre.

DAREBIN PLANNING SCHEME

Gentle roles and boundaries

- Consolidate development within the Activity Centre in order to promote a walking catchment to economic, transport and community facilities.
- Establish a focus for business and social activity through a range of day and night time activities within a central core.
- Create a focus for convenience retailing, supporting business and community activities around the intersection of High Street and Separation Street / Arthurton Road.
- Support development and redevelopment that encourage pedestrian based activity in and around the High Street and Separation Street / Arthurton Road pedestrian spines.
- Ensure proposals for late night uses minimise amenity impacts on residential uses, particularly those located in residential zones.
- In business zone areas support and encourage a mix of:
 - day and night-time activity to consolidate and enhance the Activity Centre's regional retail function and role
 - entertainment uses which are operated and designed to minimise land use conflict
 - business use at ground level with residential above.
- Support opportunities for incorporating mixed use living and work spaces throughout the centre.

Housing

- Promote increased density in housing in designated areas of moderate and high change.
- Ensure new development advances the social and community values of Northcote by providing a range of housing types and floor plans to maximise housing affordability and accessibility for all members of the community.
- Support the provision of social and community based housing.
- Encourage new residential use above ground floor levels in the retail core.

Economic Development

- Increase and improve the provision of locally based jobs and business growth.
- Encourage the development of office accommodation to complement the core retail area of High Street, particularly on large development sites on Arthurton Road and High Street.
- Ensure housing is located in places that can support employment and entertainment activity in the Centre.
- Reinforce High Street as the core retail and commercial activity spine through encouraging within the strip:
 - a variety of businesses, particularly those that offer quality fresh food, and other convenience household items
 - convenience retailing from Robbs Parade to the Town Hall, with primary convenience shopping promoted between Robbs Parade and Hawthorn Road
 - the addition of a fresh food based supermarket that reinforces and facilitates active frontage
 - promotion of a range of day and night time activities, including niche retail and entertainment facilities.
- Nurture further development of the emerging creative arts sector in an identified Creative Communities Precinct through continued support for arts, design and related small and home-based businesses in new and older adapted buildings.

DAREBIN PLANNING SCHEME

- Encourage opportunities for growing the evening economy.
- Ensure potential conflicts between business and residential uses in mixed-use precincts are managed to ensure long-term economic viability.
- Promote the redevelopment of properties along Helen Street to provide a better interface with the Arthurton Road car park with a range of live/work developments.

Transport and Access

- Maintain an attractive living environment by:
 - supporting pedestrian activity as the primary form of access, including through infrastructure improvements
 - improving pedestrian links between Northcote Plaza, High Street and Northcote Station, including through development designed to increase personal safety.
- Minimise the impact of travel on the local character by:
 - supporting public and community-based transport as the secondary form of access
 - ensuring new development improves linkages between public transport and key destinations, incorporating better transport interchanges and waiting areas where appropriate.
- Maintain economic viability for businesses by:
 - ensuring vehicle access is the third and subsidiary form of access
 - maintaining, upgrading and providing additional pedestrian and cycle links/paths.
- Make the most effective use of existing car parking for a range of day and night time users.
- Support the provision of off-street car parking associated with new development that is accessible to multiple users as part of a shared use arrangement.
- Ensure built form and development is focused around public and community-based transport systems that support the majority of resident and workforce travel needs.

Urban Design and Heritage

- Conserve and incorporate heritage elements into new development where viable to acknowledge and enhance the social and cultural history of Northcote.
- Improve civic and streetscape spaces to promote social and economic vibrancy within the centre.
- Focus High Street as a pedestrian promenade for convenience and niche retailing and entertainment.
- Recognise and conserve the significant heritage and valued urban character elements of the Activity Centre.
- Ensure new development creates human scale spaces that promote casual interaction, including between neighbours.
- Incorporate preferred building heights, setbacks and other design principles to encourage a pedestrian friendly environment at street level and consolidated built form that promotes sustainability.
- Encourage the incorporation of public seating and public and community art works into major new developments and redevelopment of existing forecourts.
- Encourage development that incorporates best practice environmentally sustainable design features.

DAREBIN PLANNING SCHEME

- Encourage active frontage at ground level and opportunities for casual surveillance from upper levels to enhance personal safety.
- Maintain, improve or create key public destination points in identified areas.
- Design development to minimise noise impacts from entertainment and commercial uses and ensure new residential use and development in business zones incorporates noise attenuation measures to protect occupants from such activities.

Community Identity

- Make appropriate provision for community services to meet the needs of Northcote and the broader region
- Provide a range of open spaces for community gathering and enjoyment of views.

Precinct requirements

The following policies apply to the ten precincts identified in Map 1 Activity Centre and Precincts. These should be read in addition to the general policy requirements detailed above and should also be met.

Arthurton Road – Precinct AR

This precinct provides opportunities for a revitalised office and commercial-based mixed use hub. Redevelopment should maximise employment opportunities and activities which support the retail spine of High Street and facilitate active frontage to Arthurton Road.

Use

- Encourage a range of:
 - uses with a focus on business, employment and mixed use activity, including complementary retail, to support the retail core of High Street
 - housing types including a proportion of affordable housing and provision for flexible dwelling floor plans.

Built form

- Design new development and re-development to:
 - maximise opportunities for intensive multi-storey development and avoid underdevelopment
 - provide an appropriate built form transition at identified interface areas within and between precincts
 - respect the key views from the All Nations Park hilltop to the west
 - facilitate active frontage to public and private streets, car parks and pathways
 - incorporate additional or improved walkways or streets to improve access within the precinct and between the precinct and key destination points within the activity centre.

Central Northcote – core convenience retail – Precinct GN

This precinct is an area of high change. New development should support an integrated public, pedestrian and street-based continuous retail edge along Separation Street between High Street and Northcote Plaza to complement the enclosed shopping centres.

Use

- Increase diversity and intensity of use on sites, particularly between Robbs Parade and Separation Street.
- Encourage retail and/or business frontage along Separation Street between

DAREBIN PLANNING SCHEME

Northeote Plaza and High Street.

Built form

In addition to the general policies:

- Design new development and re-development to:
 - modify the street network to facilitate bus and local vehicle movement through Robbs Parade between High Street and Northeote Plaza
 - orientate retail development outwardly to address public streets and spaces and provide active ground floor frontages
 - integrate redevelopment sites in identified areas with off-street public car parking, pedestrian links to High Street and better service vehicle access between specified streets
 - protect the access and operational requirements of the Northeote Police Station Complex.

High Street North – Precinct HN

This precinct is an area of moderate change. The precinct should reflect a mix of activities supporting the core convenience retail area along High Street.

Use

- Support redevelopment with an emphasis on office use, commercial and non-core retail use at ground floor level with intensified residential use above.

Groxton Precinct GR

This precinct includes large sites, providing opportunity for large-scale mixed-use multi-storey commercial and residential development that can reinforce both the Thornbury and Northeote Activity Centres and Croxton railway station.

Use

- Ensure there is a clear distinction in use between other precincts in the Activity Centre and between the Thornbury Activity Centre to the north.
- Consider ground floor residential use on the east side of High Street, provided safe and active surveillance can be maintained.

Built form

- Design new development and re-development to:
 - provide a clear distinction in built form between other precincts in the Activity Centre and between the Thornbury Activity Centre to the north
 - introduce additional landscaping on the east side of High Street
 - maintain the existing ground floor small commercial and retail scale on the west side of High Street to complement existing character
 - allow for the widening of rear laneways to facilitate better service access to the rear of premises.

High Street South – Precinct HS

This precinct is an area of moderate change, and a core pedestrian, cycle and transport spine. Development should support a mix of uses subject to addressing heritage, character, access and land use conflict issues.

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Use

- Support a mix of local convenience retail, restaurants and speciality retail uses, and upper level office and residential uses which consolidate the retail and entertainment core.
- Encourage a range of day and night time uses that can add to the vibrancy of the centre.

Built form

- Retain consistent building setbacks with occasional interruption through additional setbacks to provide visual interest.
- Design new development and re-development to incorporate or improve public access through shops to rear parking areas including links to the south of 250 High Street and through the Uniting Church to Eastment Street.

Town Hall - Precinct TH

This precinct supports the civic function of the Town Hall and Civic Square, and promotes the area as a key destination point. Significant view lines into and out of this precinct need to be considered in the form and location of any new development.

Use

- Encourage the reuse of the former Police Station building at 43 James Street as an art/business incubator.
- Support residential, office or commercial uses that consolidate and support the Activity Centre.

Built form

- Facilitate clear safe access links in new buildings and redevelopment to help draw people to the precinct.
- Incorporate an active frontage with the former Police Station building in any development on the car park site, west of the Town Hall.
- Support higher built form that frames the Town Hall and Civic Square and respects the landmark status of the Town Hall building.
- Support the redevelopment of identified parcels of land in accordance with specified design outcomes and design requirements.

Creative Communities Precinct GG

This precinct comprises areas of moderate change. New development should offer the opportunity to live/work in the same premises and conserve the area's heritage value as an active workplace environment.

Use

- Support new uses that acknowledge the mixed use character of the precinct, including mixed live/work environments designed for flexibility in use over time.
- Ensure new night time use proposals respond appropriately to the mixed use character of the precinct.

Built form

- Retain and conserve the existing building character of the area.
- Design new building form to integrate with adjoining and nearby building forms.
- Design development in Helen Street and Eastment Street to improve surveillance of the following spaces:
 - Arthurton Road car park

DAREBIN PLANNING SCHEME

- Helen Street Park and adjacent parking areas:
- ▣ Design development to achieve a new pedestrian link from High Street to Eastment Street.
- ▣ Support service vehicle access in Eastment, Frederick and Wimble Streets and the Arthurton Road car park without dominating street frontages.
- ▣ Accept zero building setbacks to:
 - front and side boundaries in Eastment Street (provided some relief exists for alternating setbacks and landscape spaces along the frontage)
 - the rear of High Street
 - fronting the Arthurton Road car park.
- ▣ Design new development abutting existing laneways to facilitate potential widening to improve east-west pedestrian links.

Northcote Railway Station – Precinct RS

This precinct focuses on the Northcote Railway Station and its integration with the Activity Centre. Increased patronage of the rail service and passive surveillance of the area is encouraged.

Use

- ▣ Retain the use of existing station buildings for railway purposes.
- ▣ Retain open space around the railway station for passive recreation and public use.

Built form

- ▣ Encourage enhanced pedestrian links between the railway station and High Street.
- ▣ Support streetscape works to enhance the station’s visual connection to Arthurton Road.
- ▣ Support the conservation of the station buildings as elements of community value and significance.

Medium Change Residential – Precinct MGR

This precinct will absorb more extensive change whilst remaining principally residential in use to support the Activity Centre.

Use

- ▣ Support increased housing densities and intensification of development.
- ▣ Support discretionary semi-business use/s in Dennis Street recognising the interface between core commercial and core residential areas.

Built form

- ▣ Require applications for development to address heritage considerations in writing where relevant.
- ▣ Encourage redevelopment in specified streets.
- ▣ Allow higher building forms (3-4 storeys) where off-site amenity impacts can be minimized.

Low Change Residential – Precinct LGR

The future role and character of these areas will continue to reflect Northcote’s signature small scale, relatively dense, conventional residential housing, minor infill development, and larger family dwellings in the eastern parts of the Activity Centre.

DAREBIN PLANNING SCHEME

Use

- Support discretionary semi-business use/s in Dennis Street recognising the interface between core-commercial and core-residential areas:

Built form

- Support infill development within low-change residential areas:
- Require applications for development to address heritage considerations in writing where relevant:
- Consider the retention of dwellings of heritage significance and/or that contribute to the valued urban character of the area:
- Maintain rear yards and streetscape elements that contribute to urban character:
- Ensure that new development respects the character of the area:

22-08-4

15/10/2015
C138

Application Requirements

All applications must include a written statement outlining how the proposal meets the objectives of this policy.

22-08-5

15/10/2015
C138

Decision Guidelines

Before deciding on an application the Responsible Authority must consider, as appropriate:

- The extent to which any application meets the objectives of this policy:
- The matters contained in the Northcote Activity Centre Structure Plan, April 2007:
- The matters contained in the *High Street Urban Design Framework, 2005* and *High Street Precinct Guidelines, 2005* where relevant:
- Use of environmentally sustainable techniques:
- Whether development reinforces the existing building forms of Northcote:

Policy References

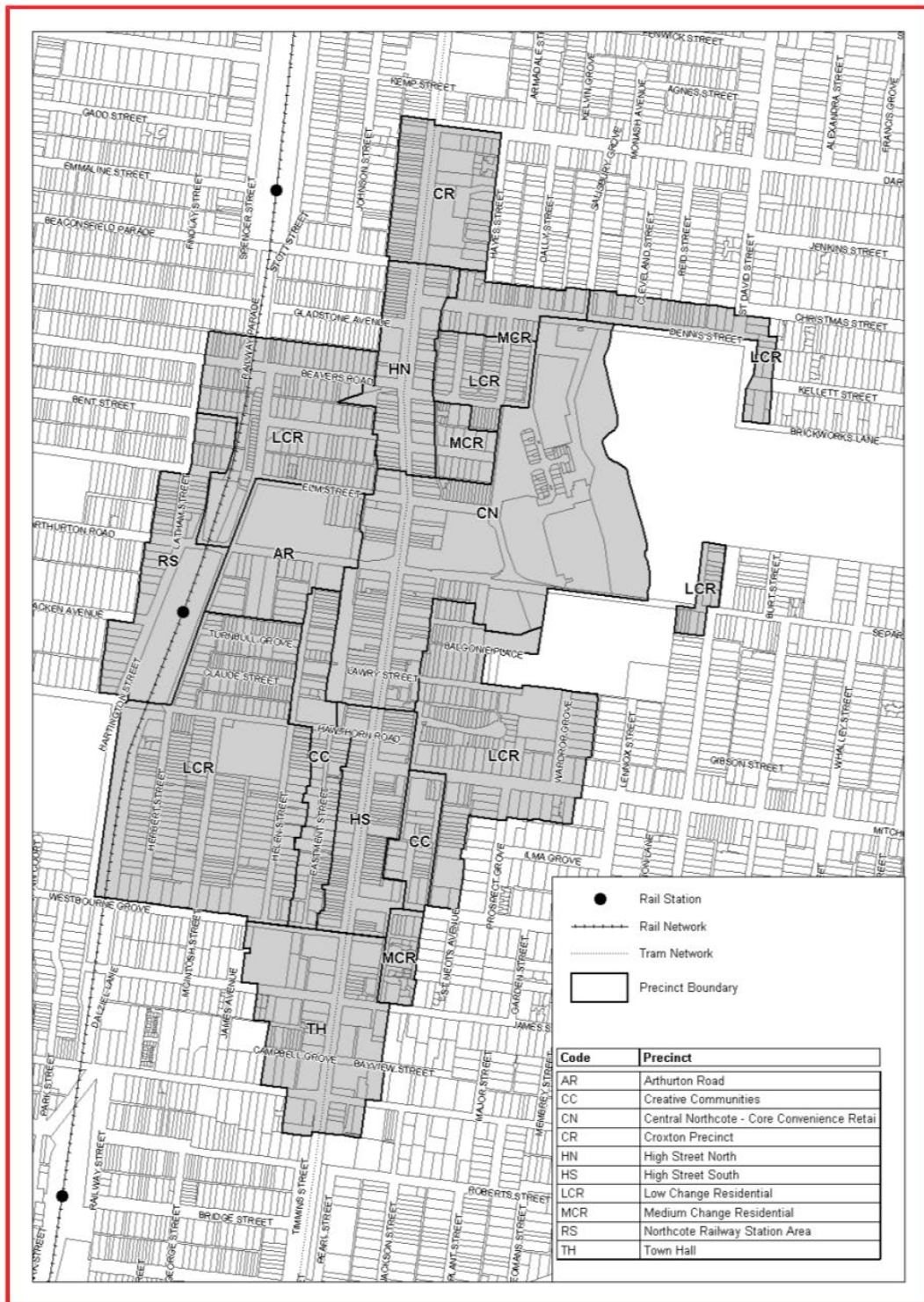
Northcote Activity Centre Structure Plan, April 2007

High Street Urban Design Framework and High Street Study Precinct Guidelines 2005

Northcote Activity Centre Medium and Low Change Residential Areas Precinct Guidelines, 2008

DAREBIN PLANNING SCHEME

Map 1 Activity Centre and Precincts



DAREBIN PLANNING SCHEME

22-0915/09/2016
G136**PRESTON CENTRAL (INCREMENTAL CHANGE)**

This policy applies to:

- ▣ Precinct L: Taunton Avenue East
- ▣ Precinct M: Gower Street South
- ▣ Precinct N: Residential Southeast
- ▣ Precinct O: Residential East
- ▣ Precinct P: Bell Street West, except for:
 - 1, 2, 1/3, 2/3, 4, 5, 6 Leicester St, Preston
 - 422, 430, 434-436, 438, 440, 450-456 Bell Street, Preston
- ▣ Precinct Q: Spring Street, except for properties fronting:
 - St Georges Road;
 - The south side of Cramer Street;
 - The north side of Cramer Street between St Georges Road and Bond Street; and
 - the south side of Murray Road between St Georges Road and Bond Street.
- ▣ Precinct R: William Street except for heritage precincts in HO180 and HO183
- ▣ Precinct S: David Street East
- ▣ Precinct T1: Residential Southwest except for heritage precincts in HO179, HO182 and HO184, and properties fronting Edith Street and 12, 14, 16 Bruce Street.
- ▣ Precinct T2: Emery and Donavon Streets

as identified in the *Preston Central Structure Plan 2006* (as amended) and shown on Policy Areas Map 1 that forms part of this policy.

22-09-115/09/2016
G136**Policy basis**

The MSS recognises the strategic importance of the Preston Central Activity Centre and the need to encourage economic growth and improvement in the centre's appearance and performance. The MSS also sets down important Council strategies in respect to Housing, Urban Design and Sustainability.

This policy applies to the residential precincts included within the Preston Central Structure Plan area. It aims to implement the strategies set down in Council's MSS and in addition, to implement the directions and objectives of the metropolitan strategy by strengthening the role of the Preston Central Activity Centre and encouraging appropriate expansion and development.

The policy does not seek to replicate policies set down in Clauses 22.02 Neighbourhood Character. It should be applied in conjunction with that policy and the detailed provisions contained in Clauses 54 and 55.

22-09-215/10/2015
G136**Objective**

To ensure that use and development within the Preston Central Activity Centre is generally in accordance with the *Preston Central Structure Plan 2006* (as amended):

- ▣ To protect valued residential character.
- ▣ To discourage underdevelopment.
- ▣ To encourage the development of underutilised sites and redundant buildings.

DAREBIN PLANNING SCHEME

22-09-315/09/2016
G+36**Policy**

The future role and character of each precinct should be achieved through incremental change

All new development will contribute to valued or preferred neighbourhood character

Applications for new development should include details of methods to contribute to environmental sustainability, including energy efficiency principles, water conservation principles and water sensitive urban design

Applications for buildings and works, and use proposals greater than 1000 square metres gross floor area, should be accompanied by an Integrated Transport Plan to the satisfaction of the Responsible Authority. If in the opinion of the Responsible Authority the Plan or an element of it is not relevant to the assessment of the application, the Responsible Authority may waive the requirement or element.

Precinct L: Taunton Avenue East

- ▣ Achieve higher density residential development
- ▣ Encourage development to overlook the railside path
- ▣ Utilise the land adjacent to the railway line for improved open space.

Precinct M: Gower Street South

- ▣ Encourage higher density apartment buildings
- ▣ Encourage development in the form of low-rise buildings of a three to four storey scale.

Precinct N: Residential Southeast

- ▣ Encourage medium density development of a three storey scale in the form of attached townhouses
- ▣ Encourage the setback of the third storeys of new buildings to reduce their visibility from the street
- ▣ Encourage rear vehicular access where possible
- ▣ Discourage solid high front fences.

Precinct O: Residential East

- ▣ Encourage higher density apartment buildings
- ▣ Encourage medium density development of a three storey scale facing Murray Road and Gower Street and of a two storey scale elsewhere in this precinct

Precinct P: Bell Street West

- ▣ Encourage medium density development of a two and three storey scale
- ▣ Encourage development to have the appearance of a single dwelling at first glance where possible
- ▣ Encourage the third storeys of development to be setback to reduce their visibility from the street.
- ▣ Discourage solid high front fences.

Precinct Q: Spring Street

- ▣ Encourage medium density development of a two to three storey scale to have the appearance of a single dwelling at first glance where possible
- ▣ Encourage the third storeys of development to be setback to reduce their visibility from the street

DAREBIN PLANNING SCHEME

- Discourage solid high front fences.

Precinct R: William Street, Precinct S: David Street East and Precinct T1: Residential Southwest

- Recognise and respect the existing low-rise character of these precincts
- Limit new development on single lots to two storeys and setback the second storey to maintain the low-rise scale from the street
- Encourage new medium density development to give the appearance of a single dwelling at first glance
- Discourage solid high front fences.

Precinct T2: Emery and Donavon Streets

- Encourage medium density development of a three-storey scale
- Encourage development to have the appearance of a single dwelling at first glance where possible
- Encourage the third storeys of development to be setback to reduce their visibility from the street
- Discourage solid high front fences.

22-09-4

15/09/2016
G136

Reference Documents

Preston Central Vision 2006, February 2001, Planning by Design and City of Darebin

Preston Central Implementation Plan September 2005, David Lock Associates

Preston Central Structure Plan 2006 (as amended) (including Preston Central Urban Design Framework and Guidelines, David Lock Associates)

Activity Centre Design Guidelines 2005 Department of Sustainability and Environment

Guidelines for the Application and Implementation of Travel Plans, 2005, City of Darebin

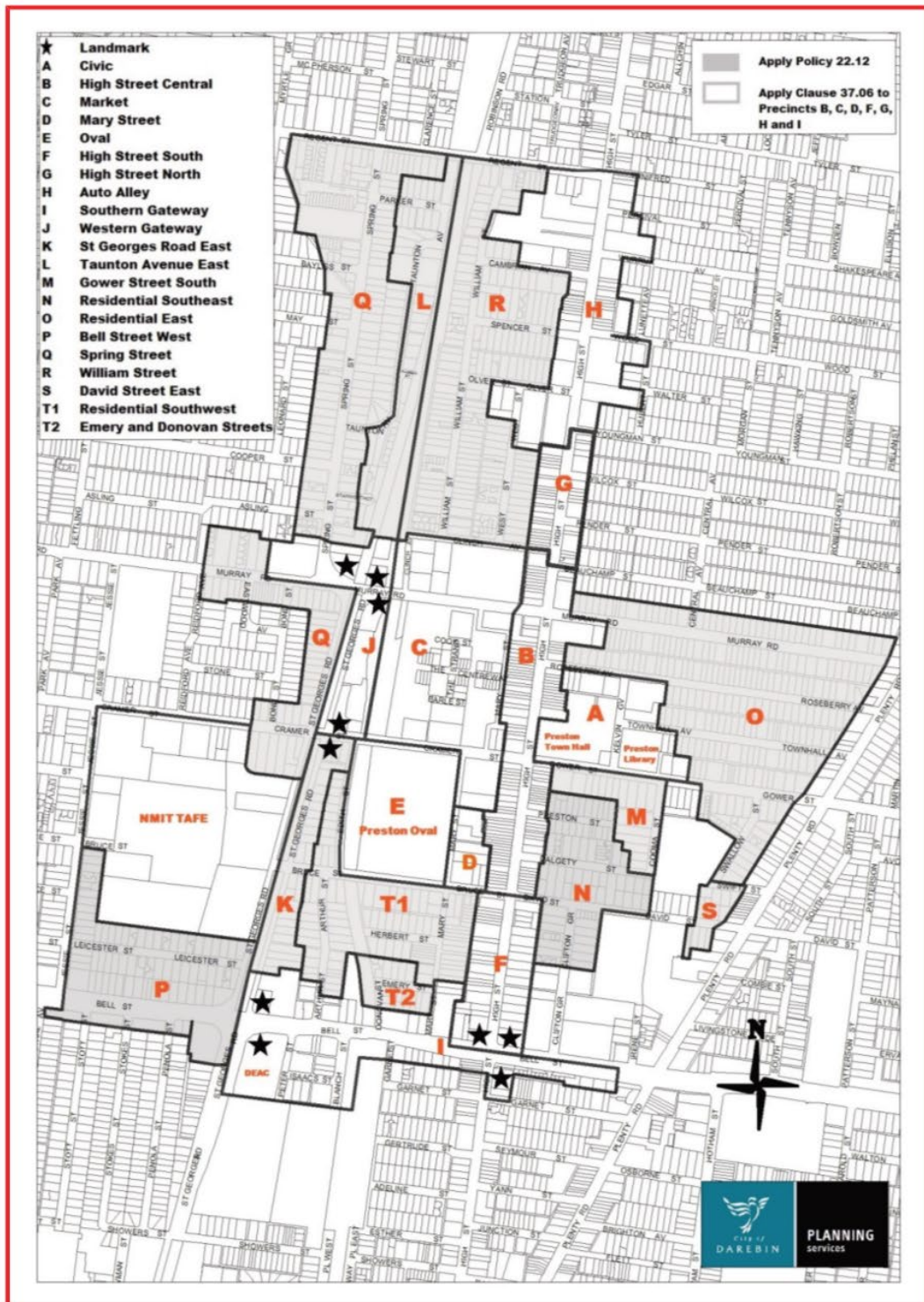
Going Places - Darebin Transport Plan, 2007-2027, City of Darebin

City of Darebin Heritage Study: Volume 4a, Preston Central Heritage Assessment, Key Findings and Recommendations, Context Pty Ltd, February 2008

City of Darebin Heritage Study: Volume 4b, Preston Central Heritage Assessment, Heritage Places Citations, Context Pty Ltd, February 2008

DAREBIN PLANNING SCHEME

Policy Areas Map 4



DAREBIN PLANNING SCHEME

22-10

15/10/2015
G138

BELL STREET LAND USE

This policy applies to land in Bell Street between:

- James Street and Jessie Street on the north side of Bell Street
- the Merri Creek and Austral Avenue on the south side of Bell Street
- Patterson Street and the Darebin Creek on the north side of Bell Street
- Harold Street and the Darebin Creek on the south side of Bell Street

illustrated by Maps 1 and 2 of this Clause:

22-10-1

15/10/2015
G138

Policy Basis

This policy:

- Applies the State Planning Policy Framework ‘metropolitan development’ and ‘Economic Development’ objectives
- Builds on the Municipal Strategic Statement objectives in Clause 21.05 for housing, urban design, economic development and activity centres
- Applies the land use objectives and strategies of the Bell Street Strategy 2006.

22-10-2

15/10/2015
G138

Objectives

- To maintain the residential character of parts of Bell Street
- To encourage the consolidation of Restricted Retail uses west of Albert Street
- To maintain land east of Albert Street for industry.

22-10-3

15/10/2015
G138

Policy

It is policy to discourage commercial and industrial uses and encourage a mix of housing types in the General Residential Zone between:

- James Street and Jessie Street on the north side of Bell Street (Map 1, Area A)
- the Merri Creek and Austral Avenue on the south side of Bell Street (Map 1, Area A)
- Patterson Street and O’Keefe Street on the north side of Bell Street (Map 2, Area B)
- Harold Street and Victoria Street on the south side of Bell Street (Map 2, Area B).

It is policy to encourage restricted retail uses to locate between:

- O’Keefe Street and Albert Street on the north side of Bell Street (Map 2, Area C)
- Victoria Street and Albert Street on the south side of Bell Street (Map 2, Area C)

and to consolidate that part of Bell Street as a bulky goods precinct by encouraging more intensive development of key sites.

For the properties along Bell Street depicted in Map 2, Area D, it is policy to:

- Encourage the wholesale and distribution, transport and storage and property services sectors
- Encourage the redevelopment of vacant and under-utilised sites

Policy reference

Bell Street Strategy, Hansen Partnership, 2006

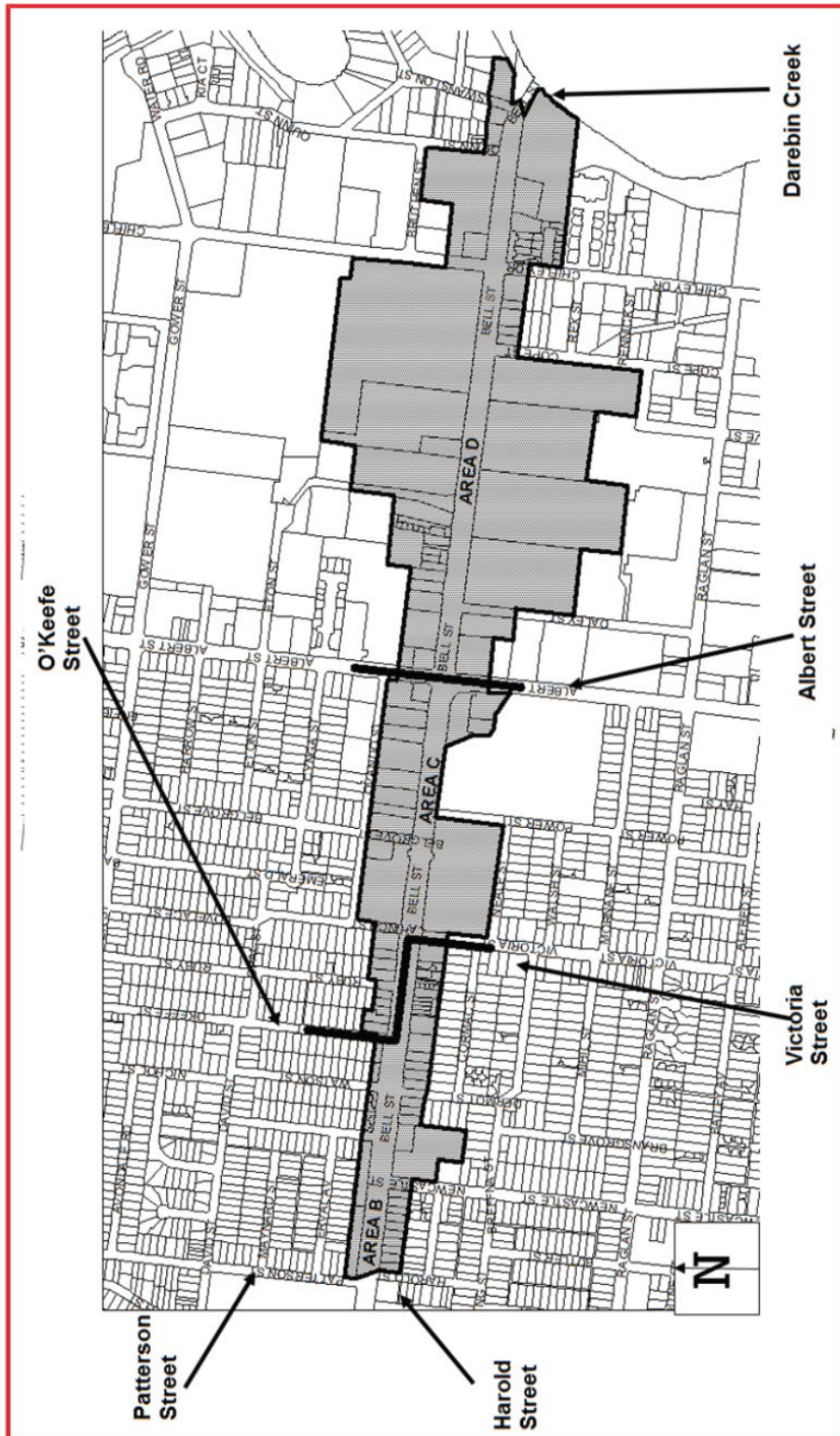
Industrial Land Use Strategy, City of Darebin, November 2001

Retail Activity Centres Strategy, Essential Economics Pty Ltd, Planning by Design & David Lock and Associates, 2005

DAREBIN PLANNING SCHEME

Map 2—Patterson Street to Darebin Creek (north side)

Harold Street to Darebin Creek (south side)



DAREBIN PLANNING SCHEME

22-12

01/02/2018
GG34

ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT

This policy applies throughout the City of Darebin to residential and non-residential development that requires a planning permit in accordance with the thresholds in Table 1 of this Policy.

22-12-4

31/08/2017
GG42

Policy Basis

This policy builds on and implements the sustainability objectives and strategies expressed in Clause 21.01-4 of the Municipal Strategic Statement relating to environmentally sustainable built environments:

The City of Darebin is committed to creating an environmentally sustainable city. Critical to achieving this commitment is for development to meet appropriate environmental design standards:

This policy provides a framework for early consideration of environmental sustainability at the building design stage in order to achieve the following efficiencies and benefits:

- Easier compliance with building requirements through passive design;
- Reduction of costs over the life cycle of the building;
- Improved affordability over the longer term through reduced running costs;
- Improved amenity and liveability;
- More environmentally sustainable urban form; and
- Integrated water management.

If environmentally sustainable design is not considered at the time of planning approval, the ability to achieve environmentally sustainable development may be compromised by the time these matters are considered as part of a building approval. In addition, there may be difficulties or extra costs associated with retro-fitting the development to implement environmentally sustainable design principles:

This policy does not prescribe performance outcomes. The policy enables the provision of information and provides decision guidelines which will assist in the assessment of whether development meets environmentally sustainable development objectives:

This policy complements a range of non-statutory measures aimed at encouraging environmentally sustainable development. These measures include educating residents and applicants, assisting applicants to use Environmentally Sustainable Development (ESD) tools, leading by example with Council projects, promotion of exemplary private projects and promotion of the use of materials with favourable life cycle impacts:

22-12-2

31/08/2017
GG42

Objectives

The overarching objective is that development should achieve best practice in environmentally sustainable development from the design stage through to construction and operation:

In the context of this policy best practice is defined as a combination of commercially proven techniques, methodologies and systems, appropriate to the scale of development and site specific opportunities and constraints, which are demonstrated and locally available and have already led to optimum ESD outcomes. Best practice in the built environment encompasses the full life cycle of the build:

It is a policy objective to encourage innovative technology, design and processes in all development, which positively influence the sustainability of buildings:

The following objectives should be satisfied where applicable:

Energy performance

- To improve the efficient use of energy, by ensuring development demonstrates design potential for ESD initiatives at the planning stage:

DAREBIN PLANNING SCHEME

- ▣ To reduce total operating greenhouse gas emissions.
- ▣ To reduce energy peak demand through particular design measures (eg; appropriate building orientation, shading to glazed surfaces, optimise glazing to exposed surfaces, space allocation for solar panels and external heating and cooling systems).

Water resources

- ▣ To improve water efficiency.
- ▣ To reduce total operating potable water use.
- ▣ To encourage the collection and reuse of stormwater.
- ▣ To encourage the appropriate use of alternative water sources (eg; greywater).

Indoor Environment Quality

- ▣ To achieve a healthy indoor environment quality for the wellbeing of building occupants, including the provision of fresh air intake, cross ventilation and natural daylight.
- ▣ To achieve thermal comfort levels with minimised need for mechanical heating, ventilation and cooling.
- ▣ To reduce indoor air pollutants by encouraging use of materials with low toxic chemicals.
- ▣ To reduce reliance on mechanical heating, ventilation, cooling and lighting systems.
- ▣ To minimise noise levels and noise transfer within and between buildings and associated external areas.

Stormwater Management

- ▣ To reduce the impact of stormwater run-off.
- ▣ To improve the water quality of stormwater run-off.
- ▣ To achieve best practice stormwater quality outcomes.
- ▣ To incorporate the use of water sensitive urban design, including stormwater re-use.

Transport

- ▣ To ensure that the built environment is designed to promote the use of walking, cycling and public transport in that order.
- ▣ To minimise car dependency.
- ▣ To promote the use of low emissions vehicle technologies and supporting infrastructure.

Waste management

- ▣ To ensure waste avoidance, reuse and recycling during the design, construction and operation stages of development.
- ▣ To ensure durability and long term reusability of building materials.
- ▣ To ensure sufficient space is allocated for future change in waste management needs, including (where possible) composting and green waste facilities.

Urban Ecology

- ▣ To protect and enhance biodiversity within the municipality.
- ▣ To provide environmentally sustainable landscapes and natural habitats, and minimise the urban heat island effect.
- ▣ To encourage the retention of significant trees.
- ▣ To encourage the planting of indigenous vegetation.

DAREBIN PLANNING SCHEME

- To encourage the provision of space for productive gardens, particularly in larger residential developments.

22-12-3

31/08/2017
GG42

Policy

It is policy that applications for the types of development listed in Table 1 be accompanied by information which demonstrates how relevant policy objectives will be achieved.

22-12-4

01/02/2018
GG34

Application Requirements

An application must be accompanied by either a Sustainable Design Assessment (SDA) or a Sustainability Management Plan (SMP) as specified in Table 1, as appropriate.

A Sustainable Design Assessment will usually not need to be prepared by a suitably qualified professional. It should:

- Provide a simple assessment of the development. It may use relevant tools from the examples listed in the table or an alternative approach to the satisfaction of the responsible authority; and
- Identify environmentally sustainable development measures proposed in response to policy objectives, having regard to the site’s opportunities and constraints.

A Sustainability Management Plan should:

- Provide a detailed assessment of the development. It may use relevant tools from the examples listed in the table or an alternative assessment approach to the satisfaction of the responsible authority; and
- Identify achievable environmental performance outcomes having regard to the objectives of this policy (as appropriate); and
- Demonstrate that the building has the design potential to achieve the relevant environmental performance outcomes, having regard to the site’s opportunities and constraints; and
- Document the means by which the performance outcomes can be achieved.

Various assessment tools have been listed in Table 1 which may be used to assess how the proposed development addresses the objectives of this policy, as appropriate.

Table 1 – ESD Application Requirements

Type of development	Application requirements	Example tools
Accommodation / Mixed Use with residential component:		
<ul style="list-style-type: none"> ■ 3-9 dwellings; or ■ Development of a building for accommodation (other than dwelling) with a gross floor area between 100m² to 999m². 	Sustainable Design Assessment (SDA)	BESS STORM
<ul style="list-style-type: none"> ■ 10 or more dwellings; or ■ Development of a building for accommodation (other than dwelling) with a gross floor area of 1000m² or more. 	Sustainability Management Plan (SMP)	BESS Green-Star MUSIC STORM
Non-residential:		
<ul style="list-style-type: none"> ■ Development of a non-residential building with a gross floor area between 100m² to 999m²; or ■ Alterations and additions of 100m² to 999m². 	Sustainable Design Assessment (SDA)	BESS MUSIC STORM

DAREBIN PLANNING SCHEME

Type of development	Application requirements	Example tools
<ul style="list-style-type: none"> ■ Development of a non-residential building with a gross floor area of 1000m² or more; or ■ Alterations and additions of 1000m² or more. 	Sustainability Management Plan (SMP)	Green Star BESS MUSIC STORM
Note 1:	<i>Development (in Table 1) has the same meaning as in Section 3 of the Planning and Environment Act 1987, but does not include subdivision. To remove any doubt, development also includes alterations and additions. In the case of alterations and additions, the requirements of the Policy apply only to the alterations and additions.</i>	
Note 2:	<i>Mixed Use developments are required to provide the information applicable to each use component of the development.</i>	

22-12-5

31/08/2017
GG42

Decision Guidelines

In determining an application, the responsible authority will consider as appropriate:

- The extent to which the development meets the objectives and requirements of this policy from the design stage through to construction and operation.
- Whether the proposed environmentally sustainable development performance standards are functional and effective to minimise environmental impact.
- Whether the proposed environmentally sustainable development initiatives are reasonable having regard to the type and scale of the development and any site constraints.
- Whether an appropriate assessment method has been used.
- Whether an ESD plan or framework has previously been approved by the responsible authority (whether under a planning control or otherwise).

22-12-6

31/08/2017
GG42

Reference Documents

BESS (Built Environment Sustainability Scorecard), Council Alliance for a Sustainable Built Environment (CASBE), 2015. www.bess.net.au

Green Star, Green Building Council of Australia www.gbca.com.au

Nationwide House Energy Rating Scheme (NatHERS), Department of Climate Change and Energy Efficiency, www.nathers.gov.au

STORM, Melbourne Water, www.storm.melbournewater.com.au

Urban Stormwater Best Practice Guidelines, CSIRO, 1999.

Note:	<i>The above reference documents and websites may be amended from time to time. It is intended that these documents and websites (or amended versions) are relevant reference documents to this policy.</i>
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22-12-7

31/08/2017
GG42

Commencement

The ESD Application Requirements in Table 1 do not apply to applications received by the responsible authority before the gazette date of this clause.

22-12-8

27/06/2019
GC132

Expiry

This policy will expire if it is superseded by a comparable provision in the Victoria Planning Provisions.

DAREBIN PLANNING SCHEME

23
31/07/2018
VC148

~~OPERATION OF THE LOCAL PLANNING POLICY FRAMEWORK (TRANSITIONAL)~~

DAREBIN PLANNING SCHEME

23-0431/07/2018
VC148**RELATIONSHIP TO THE PLANNING POLICY FRAMEWORK**

Clauses 21 and 22 of this planning scheme (the Local Planning Policy Framework) form part of the Planning Policy Framework. Where a provision of this planning scheme requires consideration of the Planning Policy Framework, that consideration must include Clauses 21 and 22.

A reference in this planning scheme, including any incorporated document, to the:

- State Planning Policy Framework or the Local Planning Policy Framework is to be taken to be a reference to the Planning Policy Framework.
- Planning Policy Framework is to be taken to include the Local Planning Policy Framework.

DAREBIN PLANNING SCHEME

23-0231/07/2018
VC148**~~OPERATION OF THE MUNICIPAL STRATEGIC STATEMENT~~**

~~The Municipal Strategic Statement (MSS) is a concise statement of the key strategic planning, land use and development objectives for the municipality and the strategies and actions for achieving the objectives. It furthers the objectives of planning in Victoria to the extent that the State Planning Policy Framework is applicable to the municipality and local issues. It provides the strategic basis for the application of the zones, overlays and particular provisions in the planning scheme and decision making by the responsible authority.~~

~~The MSS provides an opportunity for an integrated approach to planning across all areas of council and should clearly express links to the corporate plan. The MSS is dynamic and enables community involvement in its ongoing review. The MSS will be built upon as responsible authorities develop and refine their strategic directions in response to the changing needs of the community.~~

~~When preparing amendments to this planning scheme and before making decisions about permit applications, planning and responsible authorities must take the MSS into account.~~

DAREBIN PLANNING SCHEME

23-03
31/07/2018
VC148

OPERATION OF THE LOCAL PLANNING POLICIES

Local Planning Policies are tools used to implement the objectives and strategies of the Municipal Strategic Statement.

A Local Planning Policy is a policy statement of intent or expectation. It states what the responsible authority will do in specified circumstances or the responsible authority's expectation of what should happen. A Local Planning Policy gives the responsible authority an opportunity to state its view of a planning issue and its intentions for an area. A Local Planning Policy provides guidance to decision making on a day-to-day basis. It can help the community to understand how the responsible authority will consider a proposal. The consistent application of policy over time should achieve a desired outcome.

When preparing amendments to this planning scheme and before making decisions about permit applications, planning and responsible authorities must take any relevant Local Planning Policy into account.

DAREBIN PLANNING SCHEME

31/07/2018
VC148

SCHEDULE TO CLAUSE 72.08 BACKGROUND DOCUMENTS

1.0 Background documents

20/01/2023 - / - / -
C203dare Proposed C199dare

Name of background document	Amendment number - clause reference
<i>Asset Management Strategy 2013</i> (Darebin City Council, 2013)	C138
<i>Assessment of Trees for VPO Update in Springthorpe Estate</i> (Homewood Consulting Pty Ltd, 2010)	C105
<i>Bell Street Corridor Strategy</i> (Hansen Partnership Pty Ltd, 2006)	C087
<i>Beyond FIDO: Public Art Strategy 2006-2015</i> (Darebin City Council, 2006)	C138
<i>Bundoora Park Precinct Master Plan 2013-2025</i> (Darebin City Council, 2012)	C138
<i>Central Creek Grassland (Ngarri-djarrang) 5 Year Works Plan</i> (Merri Creek Management Committee, 2010)	C138
<i>City of Darebin Citations for Individually Significant Buildings</i> (City of Darebin, Allom Lovell and Associates, 1996)	C55
<i>City of Darebin Heritage Study: Volume 3, Key Findings & Recommendations</i> (Context Pty Ltd, 2008)	C107
<i>City of Darebin Heritage Study: Volume 4a, Preston Central Heritage Assessment, Key Findings and Recommendations</i> (Context Pty Ltd, 2008)	C107
<i>City of Darebin Heritage Study, Volume 4b, Preston Central Heritage Place Citations</i> (Context Pty Ltd, 2008)	C107
<i>City of Darebin Retail Activity Centres Strategy</i> (Essential Economic Pty Ptd, Planning by Design and David Lock Associates, 2005)	C138
<i>Climate Change and Peak Oil Adaptation Plan</i> (Pazit Taygfeld and Donovan Burton, 2009)	C138
<i>Community Health and Wellbeing Plan 2009-2013</i> (City of Darebin, 2009)	C138
<i>Darebin Active and Healthy Ageing Strategy 2011-2021</i> (Darebin City Council, 2011)	C138
<i>Darebin Business Development and Employment Strategy 2012-2015</i> (Darebin City Council, 2012)	C138
<i>Darebin City Council Arts and Cultural Plan 2008-2013</i> (Darebin City Council, 2008)	C138
<i>Darebin Community Safety Strategy 2012-2016</i> (City of Darebin, 2012)	C138
<i>Darebin Creek Design and Development Guidelines</i> (David Lock Associates, 2000)	C015
<i>Darebin Cycling Strategy 2013-2018</i> (Darebin City Council, 2013)	C138
<i>Darebin Digital Strategy 2013-2018</i> (Darebin City Council, 2013)	C138
<i>Darebin Drainage Strategy</i> (Hyder Consulting, 1999)	C015
<i>Darebin Early Years Plan 2011-2021</i> (Darebin City Council, 2011)	C138
<i>Darebin Economic Land Use Strategy</i> (Darebin City Council, 2014)	C138
<i>Darebin Electronic Gaming Machine Policy and Strategic Action Plan 2010-2014</i> (Darebin City Council, 2009)	C138

DAREBIN PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Darebin Heritage Review Volumes 1, 2, & 3 (Andrew Ward, 2001).</i>	C55
<i>Darebin Housing Strategy 2013 (Darebin City Council, revised 2015)</i>	C147
<i>Darebin Litter Plan 2011-2014 (Sue Phillips, 2011)</i>	C138
<i>Darebin Neighbourhood Character Study (Planisphere, 2007).</i>	C88
<i>Darebin Open Space Strategy 2007-2017 (Darebin City Council, 2008)</i>	C138
<i>Darebin Safe Travel Strategy 2010-2015: A New Approach to Road Safety (Darebin City Council, 2010)</i>	C138
<i>Darebin Waste and Litter Strategy 2015-2025 (Darebin City Council with assistance from Blue Environment, 2015)</i>	GC42
<i>Darebin Development Contributions Plan 2019 (HillPDA Consulting, 2022)</i>	C170dare
<i>Development Guidelines for Merri Creek (Merri Creek Management Committee, 2004)</i>	C015
<i>Disability Access and Inclusion Plan 2009-2013 (Darebin City Council, 2009).</i>	C138
Fairfield Village Built Form Guidelines 2017 (amended 2019)	C161dare - Schedule 21 to Clause 43.02
Fairfield Village Heritage Assessment 2017 (amended 2019)	C161dare - Schedule 1 to Clause 43.01
<i>Going Places – The Darebin Transport Strategy 2007-2027 (Darebin City Council, 2007).</i>	C138
<i>Green Business Attraction Strategy 2012-2015 (Charter Keck Cramer, 2012)</i>	C138
<i>GreenStreets Streetscape Strategy 2012-2020 (Darebin City Council, 2012).</i>	C138
<i>Guidelines for the Application and Implementation of Travel Plans for New Development in Darebin (PBA International Australia, 2005).</i>	C68
Heidelberg Road Heritage Assessment - Final Report, September 2020 (amended September 2022)	C203dare
<i>High Street Study Precinct Guidelines: Towards a Sustainable Spine for Darebin (David Lock Associates & Planisphere, 2005)</i>	C81
<i>High Street Study Urban Design Framework (David Lock Associates & Planisphere, 2005)</i>	C81
<i>Industrial Land Use Strategy: A Framework for Decision Making (Darebin City Council, 2001).</i>	C81
<i>Leisure Strategy 2010-2020 (Darebin City Council, 2010).</i>	C138
<i>Lower Darebin Creek Concept Plan (Melbourne Parks and Waterways, 1996).</i>	C015
<i>Merri Creek and Environs Strategy 2009-2014 (Merri Creek Management Committee, 2009).</i>	C138
<i>Northcote Activity Centre Medium and Low Change Residential Areas Precinct Guidelines (Darebin City Council, 2008).</i>	C81
<i>Northcote Activity Centre Structure Plan 2007 (Ecologically Sustainable Design Pty Ltd and Alpha Plan, 2007).</i>	C095
<i>Northland Residential Neighbourhood Precinct Structure Plan (Darebin City Council, 2014).</i>	C147

DAREBIN PLANNING SCHEME

Name of background document	Amendment number - clause reference
<i>Playspace Strategy 2010-2020</i> (Darebin City Council, 2010)	C138
<i>Plenty Road Integrated Land Use and Transport Study</i> (Darebin City Council, 2013)	C138
<i>Preston Central Structure Plan</i> (Darebin City Council, 2006)	C068
<i>Preston Central Vision 2006</i> (Planning by Design and City of Darebin, February 2001)	C55
<i>Reservoir 2030: The Reservoir Structure Plan</i> (Darebin City Council, 2012)	C138
<i>Residential Built Form Guidelines</i> (Darebin City Council, 2014)	C153
<i>Responding to Housing Stress: A Local Action Plan</i> (Darebin City Council, 2010)	C138
<i>Safer Design Guidelines for Victoria</i> (Department of Sustainability and Environment, 2005)	C138
<i>Urban Design Charter for Victoria</i> (DELWP, 2010)	C138
<i>Urban Design Framework 2015: St Georges Road and Plenty Road Corridors</i> (Darebin City Council, 2017)	C137
<i>Urban Renewal Strategy: High Street and Plenty Road</i> (Charter Keck Cramer, 2011)	C138
<i>Watershed: Towards a Water Sensitive Darebin - Darebin City Council Whole of Water Cycle Management Strategy 2015-2025</i> (Darebin City Council with assistance from E2Designlan, 2015)	GC42

DAREBIN PLANNING SCHEME

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Proposed C199dare

SCHEDULE TO CLAUSE 74.01 APPLICATION OF ZONES, OVERLAYS AND PROVISIONS

1.0

Application of zones, overlays and provisions

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Proposed C199dare

This planning scheme applies the following zones, overlays and provisions to implement the Municipal Planning Strategy and the objectives and strategies in Clauses 11 to 19:

Zones

- **Mixed Use Zone (MUZ)** to:
 - Residential land within Substantial Housing Change Areas, that are within or close to commercial areas, activity centres and strategic corridors.
 - Precincts that are suited to a mix of compatible residential development.
 - Where a building height of 5 more storeys is encouraged.
- **Residential Growth Zone (RGZ)** to residential land within Substantial Housing Change Areas where residential uses are encouraged and a maximum preferred building height of 4 storeys is encouraged.
- **General Residential Zone (GRZ)** to:
 - Land within Incremental Housing Change Areas, as identified in the Strategic Housing Framework Plan.
 - Schedule to the GRZ to vary requirements of Clauses 54 and 55 to encourage a lower scale and density of development in Incremental Change Areas that have reduced access to activity centres and public transport services.
- **Neighbourhood Residential Zone (NRZ)** to land within Minimal Housing Change Areas, as identified in the Strategic Housing Framework Plan.
- **Industrial 1 Zone (IN1Z) and Industrial 3 Zone (IN3Z)** to the three core industrial precincts at East Preston, Reservoir and Fairfield.
- **Industrial 3 Zone** in the Anderson Road Secondary Industrial Area.
- **Commercial 1 Zone (C1Z)** to Substantial Housing Change Areas as identified in the Strategic Housing Framework Plan.
- **Commercial 2 Zone (C2Z)** to areas adjacent to more sensitive uses and commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services are encouraged.
- **Public Use Zone (PUZ)** to public land for public utilities, community services and facilities.
- **Public Park and Recreation Zone (PPRZ)** to all municipal reserves.
- **Public Conservation and Resource Zone (PCRZ)** to undeveloped municipal reserves that contain significant levels of indigenous vegetation or high biodiversity values. [21.02-5], and over the Gresswell Habitat Link, Gresswell Forest Nature Conservation Reserve and Central Creek Grasslands.
- **Priority Development Zone (PDZ)** to the Preston Activity Centre in accordance with the Preston Central Structure Plan.
- **Road Zone (RZ)** to identify and protect decalred main roads and potential decalres main roads.
- **Urban Floodway Zone (UFZ)** to identify waterways, major floodpaths, drainage depressions and high hazard areas within urban areas which have the greatest risk and frequency of being affected by flooding.

DAREBIN PLANNING SCHEME

- **Priority Development Zone (PDZ)** to Preston Market and Preston Central.
- **Activity Centre Zone (ACZ)** to activity centres.

Overlays

- **Environmental Significance Overlays (ESO)** to protect remnant vegetation sites and other areas of identified environmental significance.natural heritage significance and culturally significant landscapes, trees and/or vegetation.
- **Vegetation Protection Overlays (VPO)** to provide for the long term preservation of significant vegetation on the Mount Cooper, Springthorpe and Lancaster Gate Estates and the former Kingsbury Centre.
- **Heritage Overlay (HO)** to places of local, regional, State or national heritage significance.
- **Design and Development Overlay (DDO)** to:
 - Ensure that key public views and vistas are protected and enhanced.
 - Achieve desired built form outcomes on selected landas set out by structure plans, strategies, or site studies.
 - Private and public land adjacent to the Darebin and Merri Creeks.
 - Land fronting the High Street, St Georges Road and Plenty Road.
 - Key Residential Growth Zone precincts in Reservoir, around Northland Activity Centre in the La Trobe National Employment Cluster and in Station Street.
 - Strategic corridors along High Street, St Georges Road and Plenty Road reflecting urban design guidelines developed for these areas.
- **Development Plan Overlay (DPO)** to strategic redevelopment sites and precincts.
- **Land Subject to Inundation Overlay (LSIO)** to land subject to inundation.
- **Special Building Overlay (SBO)** to land in urban areas liable to inundation by overland flows from the urban drainage system.
- **Public Acquisition Overlay (PAO)** for land identified for public purpose.
- **Environmental Audit Overlay (EAO)** to former industrial land that is potentially contaminated and may be used for sensitive uses.
- **Development Contribution Plan Overlay (DCPO)** to all land in Darebin to levy development for funds to supplement the provision of public works and services.
- **Parking Overlay (PO)** to selected activity centres and other precincts where variations to standard car parking rates are required and/or where financial contributions for the provision of shared car parking are sought.
- **Specific Controls Overlay (SCO)** to land identified in the Schedule to Clause 45.12 (Specific Controls Overlay) and Schedule to 51.01 (Specific Sites and Exclusions).
- **Urban Floodway Zone and Land Subject to Inundation Overlay** around waterways, as appropriate.

DAREBIN PLANNING SCHEME

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Proposed C199dare

SCHEDULE TO CLAUSE 74.02 FURTHER STRATEGIC WORK**1.0****Further strategic work**

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Proposed C199dare

- . Prepare and implement a new housing and neighbourhood character strategy.
- . Update the Open Space Levy to meet open space needs as our city develops.
- . Prepare and implement an updated Activity Centres Strategy.
- . Prepare and implement a new:
 - Preston Central Structure Plan
 - Northland Activity Centre Structure Plan
 - Northcote Activity Centre Structure Plan
- . Incorporate provisions for affordable and social housing when planning for large sites and strategic redevelopment precincts.
- . Update heritage controls, including undertaking Heritage Gaps Review.
- . Prepare and implement updated flood overlays to land identified within the 1% AEP flood extent.
- . Prepare and implement Urban Design Frameworks and guidelines to ensure a high standard of design in residential and mixed use developments.
- . Work with La Trobe University to supports planning and development of the Bundoora University Campus.

Attachment B: Proposed PPF translation summary

Proposed Darebin PPF	Existing LPPF (source from current framework)
Clause 02 Municipal Planning Strategy	
Clause 02.01 - Context	Key demographic data and details of the municipality as is currently in the Municipal Strategic Statement (MSS). Content is derived from the municipal profile of Clause 21.01 (MSS).
Clause 02.02 - Vision	Vision as per the Council Plan. Content is updated to reflect Council Plan 2021-2025
<p>Clause 02.03 - Strategic Directions</p> <p>Clause 02.03-1 Settlement</p> <ul style="list-style-type: none"> • Activity Centres • Strategic Corridors • Strategic redevelopment precincts and urban renewal <p>Clause 02.03-2 Environmental and landscape values</p> <p>Clause 02.03-3 - Environmental risks and amenity</p> <p>Clause 02.03-4 Built environment and heritage</p> <p>Clause 02.03-5 Housing</p> <p>Clause 02.03-6 Economic development</p> <ul style="list-style-type: none"> • Industry • Tourism <p>Clause 02.03-7 Transport</p> <p>Clause 02.03-8 Infrastructure</p> <ul style="list-style-type: none"> • Physical and community infrastructure • Tertiary institutions • Arts and culture <p>Clause 02.03-9 Gaming</p>	Strategic Directions of a Planning Scheme. Content is derived from Clauses 21 (Municipal Strategic Statement) and 22 (Local Planning Policies). It outlines the key land use issues in Darebin and the strategic direction in addressing these issues
Clause 02.04 Strategic Framework Plans	Maps supporting the Strategic Framework. The plans contained in Clause 02.04 are to be read in conjunction with the strategic directions in Clause 02.03 and are derived

	from Clause 21.03-1, 21.04, 21.05 (existing framework plans in the MSS)
Clause 11 Settlement	
Clause 11.01 Victoria (VPP)	
Clause 11.01-1L - Urban renewal	<p>Broad objectives and strategies for Victoria and is based on regional and metropolitan planning strategies, of significance for Darebin, is the content from Plan Melbourne 2017-2050.</p> <p>The objective and strategies to address urban renewal are derived from Clause 21.04-03 Retail and Commercial Activity</p>
Clause 11.03 Planning for Places (VPP)	
Clause 11.03-1L - Activity centres	The strategies for Activity centres is derived from Clause 21 (MSS).
Clause 11.03-1L - Northcote activity centre	<p>Reflects existing local planning policy for Northcote activity centre.</p> <p>Objectives and strategies derived from Clause 22.08-3 Northcote Activity Centre Local Planning Policy</p>
Clause 11.03-1L Preston Central activity centre	<p>Reflects existing local planning policy for Preston Central activity centre.</p> <p>Objective and strategies derived from Clause 22.09 Preston Central (Incremental Change) Local Planning Policy.</p>
Clause 11.03-6L - The Junction	<p>Reflects existing local planning policy for The Junction.</p> <p>Strategies derived from Clause 22.01 The Junction Framework Plan Local Planning Policy</p>
Clause 11.03-6L - High Street Corridor	<p>Reflects existing local planning policy for High Street Corridor.</p> <p>Strategies derived from Clause 22.05 High Street Corridor Land Use and Urban Design Local Planning Policy</p>
Clause 11.03-6L - Bell Street	<p>Reflects existing local planning policy for Bell St.</p> <p>Strategies derived from Clause 22.10 Bell Street Land Use Local Planning Policy</p>
Clause 12 - Environmental and landscape values (VPP)	
Clause 12.01-1L Biodiversity	Strategies to address biodiversity are derived from Clause 21.02 Environment section from the MSS
Clause 12.03-1L - Darebin Creeks	Objective and strategies to address Darebin Creek are derived from Clause 22.03 Darebin Creek – Adjacent land design and development Local Planning Policy.

Clause 13 – Environmental risks and amenity (VPP)	
Clause 13.04-1 - Contaminated land	<p>Seeks to address the issue of contaminated and potentially contaminated land.</p> <p>Our local policy response and strategies are derived from Clause 21.02 Environment section from the MSS.</p>
Clause 13.07-1 - Amenity impacts of residential and mixed use	<p>Seeks to address issues of land use compatibility and the potential adverse off-site impacts.</p> <p>Our local policy response and strategies are derived from Clause 22.06-3 Multi-residential and mixed-use development Local Planning Policy.</p>
Clause 15 - Built environment and heritage (VPP)	
Clause 15.01-1L - Urban design	<p>Provides guidance on urban design.</p> <p>Our local policy response and strategies are derived from Clause 21.02 Environment section of the MSS and Clause 22.06 Multi-residential and mixed-use development Local Planning Policy.</p>
Clause 15.01-1L - Signs	<p>Strategies for signage derived are from Clause 21.02-3 Built environment section from the MSS.</p>
Clause 15.01-1L - Safe urban environments	<p>Objectives and strategies to design for safe urban environments, derived from Clause 21.02-3 Built environment section from the MSS.</p>
Clause 15.01-2L - Building design	<p>Guidance in building design, derived from Clause 21.03 Housing section from the MSS, Clause 21.02 Environment section of the MSS and Clause 22.06 Multi-residential and mixed-use development Local Planning Policy.</p>
Clause 15.01-5L - Neighbourhood character in Darebin	<p>To reflect existing local policy we have included strategies to consider neighbourhood character in Darebin.</p> <p>The strategies are derived from Clause 22.02 Neighbourhood Character Local Planning Policy and Clause 21.03 references.</p>
Clause 15.02-1 - Environmentally sustainable development	<p>To reflect existing local policy, we have included strategies to address ESD</p> <p>The objective and strategies are derived from Clause 22.12 Environmentally Sustainable Development Local Planning Policy, Clause 22.06 Multi-residential and mixed-use development Local Planning Policy.</p>

Clause 15.03-1L - Heritage	To reflect existing local policy, we have included strategies to protect and enhance heritage. The strategies are derived from Clause 21.02-4 Heritage from the MSS.
Clause 16 Housing (VPP)	
Clause 16.01-1L - Housing diversity	This section seeks to address the issues of housing and housing supply. Strategies to address housing diversity are derived from Clause 21.03-3 Housing Diversity and Equity from the MSS and Clause 22.06-3 Multi-residential and mixed-use development Local Planning Policy.
Clause 16.01-1L - Housing growth	The objective and strategies to address housing growth as derived from Clause 21.03 Housing section in the MSS.
Clause 16.01-2L - Affordable and social housing	Strategies to address affordable and social housing are derived from Clause 21.03 Housing section in the MSS.
Clause 16.01-5L Aged care accommodation	The objective and strategies to address aged care accommodation derived from Clause 21.03 Housing section in the MSS.
Clause 17 Economic Development (VPP)	
Clause 17.01-1L - Diverse economy	Strategies for a diverse economy, the strategies are derived from Clause 21.04 Economic Development section of the MSS.
Clause 17.02-1L - Commercial areas	Strategies for commercial areas, derived from Clause 21.04-3 Retail and Commercial Activity section of the MSS.
Clause 17.03-2L - Darebin industry	The objectives and strategies for industrial areas are derived from Clause 22.04 Industrial and Commercial Activity Local Planning Policy and Clause 21.04-2 Industry section of the MSS.
Clause 18 Transport (VPP)	
Clause 18.02-1L - Accessible transport	Strategies to address accessible transport are derived from Clause 21.05-2 Integrated and Sustainable Transport section of the MSS.
Clause 18.02-4L - Car parking	Strategies to address car parking, these strategies are derived from Clause 21.05-2 Integrated and Sustainable Transport section of the MSS and Clause 22.06 Multi-residential and mixed-use development.
Clause 19 Infrastructure (VPP)	
Clause 19.02-1L - Health facilities	A strategy to address health facilities is derived from Clause 21.04-3 Retail and Commercial Activity section of the MSS.
Clause 19.02-2L - Education facilities	Strategies to address education facilities, these strategies to address education

	facilities are derived from Clause 21.04-4 Tertiary Institutions section of the MSS.
Clause 19.02-3L - Arts and culture	Strategies to address arts and cultural facilities are derived from Clause 21.04-5 Arts, Culture and Tourism section of the MSS.
Clause 19.02-6L - Open space	The objective and strategies to address open space are derived from Clause 21.02-5 Open Space section of the MSS and Clause 21.02-2 Natural Environment section of the MSS.
Clause 70 Operational Provisions (VPP)	
Clause 72.02 Background documents	A list of current background documents referenced in the planning scheme.
Clause 74.01 Schedule to Application of zones, overlays and provisions	Direction regarding the application of zones and overlays – derived primarily from Clause 21
Clause 74.02 Further strategic work	Identified further strategic work in the LPPF – derived primarily Clause 21

5.2 GENERAL PLANNING INFORMATION - VCAT APPLICATIONS

Author: Statutory Planner

Reviewed By: General Manager City Sustainability and Strategy

EXECUTIVE SUMMARY

The General Planning Information attached at **Appendix A** contains:

- A summary of VCAT decisions since last report to Council.

Officer Recommendation

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

RELATED DOCUMENTS

Nil

Attachments

- Applications Determined by VCAT (**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

8 May 2023

TABLE 1: SUMMARY OF VCAT DECISIONS ISSUED SINCE LAST REPORT TO COUNCIL

Council & VCAT references	Address & ward	Proposal	Council position	Council or Delegate decision?	VCAT application type*	Hearing type**	VCAT decision	Was Darebin's position upheld?
D/1007/2012/A P1525/2022	6-34 High Street Preston – South Central	S72 amendment to the construction of a multi-storey building with basement car parking including use of dwellings at ground floor level; Reduction in car parking requirements; and Buildings and works in a Design and Development Overlay Schedule 3.	Support recommended	Delegate	S79	Compulsory Conference	Permit granted (with conditions) 1 March 2023	Yes
<p>Discussion A mediated position was reached prior to the hearing as the applicant agreed with Council conditions, particularly those as related to Environmentally Sustainable Design outcomes.</p>								
D/664/2021 P1180/2022	9 Cornwall Street Northcote –	Demolition works and alterations and additions to	Support (NOD issued)	Delegate	S82	Compulsory Conference	Permit granted (with conditions)	Yes

PLANNING COMMITTEE MEETING

8 May 2023

	South	the existing dwelling on a lot affected by a Heritage Overlay					8 March 2023	
<p>Discussion A mediated position was reached prior to the hearing as the permit applicant agreed to incorporate changes in order to address objector overlooking concerns.</p>								
D/738/2020 P645/2022	42 Elizabeth Street Coburg – West	Five (5) part double/part triple storey dwellings, waiver of one (1) visitor car space and alteration of access to a Transport Zone 2	Support (NOD issued)	Delegate	S82	Hearing	Permit granted (with conditions) 23 March 2023	Yes
<p>Discussion The Tribunal agreed with Council that the proposal was an appropriate design response to the site, neighbourhood and policy context. The proposal has been designed to limit off site amenity impacts and is well located proximate to public transport.</p>								
D/93/2021 P1426/2022	125 Albert Street Preston – Central	Construction of five (5) dwellings	Refusal recommended	Delegate	S79	None	Permit granted (with conditions) 30 March 2023	Yes
<p>Discussion A mediated position was reached prior to the hearing as a result of built form changes to the proposal which addressed Council’s concerns related to overlooking and internal amenity.</p>								

PLANNING COMMITTEE MEETING

8 May 2023

EOT/243/2021 P982/2022	30 Cramer Street Preston – West	Extension of time to permit allowing a part 9/part 6 storey building with ground floor retail and a reduction in car parking.	Refuse	Delegate	S81	Hearing	Extension granted 31 March 2023	No
<p>Discussion Council considered the proposal no longer complied with the new direction for the Preston Market Precinct, in particular the height controls as delineated within the VPA Preston Market Structure Plan, which was recently subject to a Planning Panels Standing Advisory Committee review. The Tribunal disagreed with Council and considered that the proposal remained appropriate, particularly given the Preston Market Structure Plan had not at the time been released or approved by the Minister for Planning.</p>								

Notes on Table

**VCAT appeal types explained:*

S77 – Section 77 Application for review of Council’s refusal to grant a planning permit, by the applicant.

S78 – Section 88 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.

***VCAT hearing types explained:*

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

PLANNING COMMITTEE MEETING

8 May 2023

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

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

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

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

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

6. OTHER BUSINESS

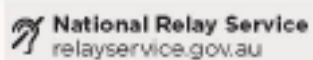
Nil

7. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL

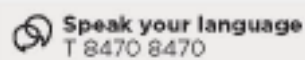
8. CLOSE OF MEETING

**CITY OF
DAREBIN**

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PO Box 91, Preston, Vic 3072
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darebin.vic.gov.au



If you are deaf, or have a hearing or speech impairment, contact us through the National Relay Service.



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हिंदी	பெங்களி	Tiếng Việt