City of DAREBIN

the place to live

URBAN DESIGN FRAMEWORK 2015

St Georges Road and Plenty Road Corridors

(with Addendum)

Adopted 21st August 2017
Addendum adopted 4th September 2017

Version Number	Purpose/Change	Author	Date
1.0	Final unadopted document sent to the Minister for Planning as part of the C136/C137 Amendment package.	YR, JL, RS	24 Dec 2015
1.1	Minor corrections ahead of Council Adoption.	YR, JL, RS	14 Jan 2016
1.2	Minor corrections ahead of Council Adoption; removal of guidance for Strategic Site at 137 St Georges Road Northcote.	YR, JL, RS	17 May 2016
1.3	Corrections to align with Minister's Approval of Amendments C136 and C137, and for Adoption of the UDF by Council. Re-instatement of guidance for Strategic Site at 137 St Georges Road Northcote.	YR, RS	11 Jul 2017
1.3A	Version 1.3 adopted by Council 21st August 2017. Date of adoption added to front cover. Version Control table updated. No other changes to document.	RS	21 Aug 2017
1.4	Addition of Addendum providing design guidance for Showers Street in Oakover Village. References to the Addendum added to Figures 74 and 75. Addendum adopted by Council 4th September 2017.	JW, JC, YR, RS	4 Sep 2017

Front cover images:

Top: Development along St Georges Road Corridor

Source: Adio Properties

Right: Plenty Road Junction Precinct

Source: TheHomePage.com.au

This document is a reference document to the Darebin Planning Scheme and is intended to be a guide for future development along St Georges Road and Plenty Road. Information and descriptions contained in this publication are current at the time of printing. Subsequent changes may occur. While attempts have been made to ensure information is accurate it is not intended as precise or absolute in its representations.

Contents

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1.0 Introduction

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Drivers for Change

This Urban Design Framework Plan ('UDF' or 'Framework') has been developed to set a clear direction for residential and mixed-use growth along the St Georges Road and Plenty Road Corridors (the Corridors). These Corridors are in transition with a recent history of planning applications proposing development of multi-storey residential developments including some that incorporate commercial spaces at ground level. As major pieces of regional infrastructure, these corridors take on a number of roles. One key role identified is the absorption of growth in the form of higher residential density, with a mix of smaller scale non-residential uses and more intensive built form.

The emphasis of this Framework Plan is on achieving a well-planned intensification through high quality design responses that reduce negative off-site impacts.

Urban Design Framework Plan Preparation

While the key focus of this document is the management of built form outcomes on private land, a certain level of land use change has been considered to improve planning outcomes. In other places the existing underlying land use zones (set in a past context) generally align with the future land use demands and so the existing zone has been retained.

This plan has a strong policy foundation in the Municipal Strategic Statement (MSS), several local policies and Strategies. Evident along the Corridors are key influences highlighted in the MSS, these being:

- Population Growth and Change;
- Economic Structural Shift; and
- Environmental Challenges.

The UDF has been developed in the context of the *Darebin Housing Strategy 2013 (Revised 2015)*, which establishes a 20 year vision for accommodating population growth.

Assumptions made regarding the future land uses along the Corridors are derived from balancing their transport and infrastructure roles, locational advantages, and the strategic objective to accommodate forecast population growth.

The UDF and strategies to manage change for St Georges Road and Plenty Road have been confirmed through comprehensive community consultation phases in 2012 and 2013, and through reviews of recent planning applications along each corridor. These ideas and concepts for each corridor were presented to an Independent Planning Panel in February-March 2014.

The Panel reviewed the amendments, submissions and the UDF, and provided a series of recommendations that were largely in support of the overall proposal. The amendment package took a broad approach, including elements beyond the built-form focus of a traditional UDF scope.

In part, this Framework acts as a Structure Plan to direct not only the built form but the future land use or preferred changes likely to take place based on current trends and meeting Council's strategic objectives. This creates a package comprising a vision, objectives and guidelines for each Precinct.

Document Structure

This Framework consists of five distinct parts:

- ***Part 1: Vision and Strategic Context***
- ***Part 2: Land Use and Urban Design Strategies***
- ***Part 3: St Georges Road Corridor Precinct Strategies***
- ***Part 4: Plenty Road Corridor Precinct Strategies***
- ***Part 5: Implementation Plan***

Originally composed as two separate documents, the Urban Design Strategies section has been combined due to the high number of common issues along the Corridors. This part reflects an integrated approach to urban renewal by considering Built-form, Sustainability, and Sensitive Interface issues in the context of Local Identity and Character and the Public Realm.

Precinct Strategies in the Corridors

The St Georges Road and Plenty Road Corridors have been broken into eight Precincts and five Precincts respectively. Each Precinct demonstrates different characteristics, and as a result, each has a unique Preferred Future Outcome. The Preferred Future Outcome provides a range of possible design considerations and solutions for each Precinct.

There is also a degree of variation to the character within Precincts — detailed analysis of these differences in character have been carried out and presented within additional sub-precincts.

Implementing the Framework

The Implementation Plan assumes the strategies outlined in this document will be translated into planning controls and integrated into the Darebin Planning Scheme via an amendment process.

In cases where there is a direct overlap with previous studies or planning controls, this document should take precedence as a more detailed response to the current context and short term future redevelopment expectations.

This Framework was originally prepared as the basis for two Planning Scheme Amendments (C136 and C137) that sought to introduce design controls into the Darebin Planning Scheme. Following this regulatory process the UDF has an ongoing role as a reference tool to assist in providing urban design guidance for future redevelopment along the two Corridors.

The amendments build on the Vision established for each corridor and utilises a suite of design guidelines to assist Council with future decisions on the scale, presentation, design and setbacks of new development.

The UDF and its objectives outline a clear policy basis, and contains guidelines to direct the built form design (height, setback, appearance) and manage the subsequent off-site impacts on the surrounding established neighbourhoods.

Preferred Future Outcomes

The issue of height is a core area of the C136 and C137 amendments, and is addressed in the associated Design and Development Overlays. The UDF draws on planning policies to establish a Preferred Future Outcome that can be delivered through a performance-based approach to the design and assessment of new buildings.

In some cases there is the potential to rezone selected sites where current zoning does not reflect the current or future land use for the area. This will give a clear direction for the type of land use and the form of development expected.

These guidelines informed the preparation of and act as background information for the Design and Development Overlay controls Schedules 3, 16 and 17 in the Darebin Planning Scheme.

The full realisation of the vision will take well beyond the ten-year forward planning time frame and is subject to market conditions.

How to Use This Framework

The Framework Plan for each Precinct provides a broad strategic vision for land use.

Development proposals may propose alternate innovative solutions which have not been identified in the Framework. In these circumstances considerations should be given to the overarching Strategies and Objectives for the Corridors and the net community benefit of alternative approaches. This Framework should be read in conjunction with the other policies, strategies, frameworks, guidelines, Clauses and schedules that form the Darebin Planning Scheme.

1.1 Strategic Context

Strategic Corridors

For some time the primary role of the Corridors has been to enable north-south traffic movement to fringe areas of suburban Melbourne, and to facilitate other infrastructure along their alignments. This has meant that the treatment of sites adjacent to these roads have not received due consideration. There is an increased level of accessibility available from the Corridors, offered by various tram services linking to key destinations such as La Trobe University, several Activity Centres and the CBD. This is contributing to the development pressure currently being experienced in Darebin, particularly in the southern sections of St Georges Road, the Junction Precinct, and sections of Plenty Road. Encouraging growth and redevelopment along the Corridors is integral to the broader vision of allowing higher levels of growth to be supported in some locations with other locations restricted to a low change scenario.

The proposed strategies seek to set the benchmark for development early before much of the forecast growth occurs, and to ensure that development is balanced across the municipality. This will enable a large portion of Darebin's residential neighbourhoods to be better protected from inappropriate development pressure, with increases in density focused on areas that are better serviced or aligned with transport corridors.

Careful consideration has been given to the classification of St Georges Road and Plenty Road — two major arterial roads — as strategic corridors from a land-use perspective.

It is the combination of a number of positive and negative factors that create the conditions of substantial change, including:

- declining amenity and a poor pedestrian environment;
- increasing difficulty for access and egress from properties;
- increased traffic volumes and the high level of exposure preferred by businesses;
- ageing housing stock;
- highly variable building character and lack of intactness;
- access to public transport services;
- the potential and propensity for lot consolidation to create Strategic Sites;
- direct connections to activity centres and employment opportunities; and
- access to key destinations (schools, parks etc.).

These conditions lend themselves to supporting residential intensification and increasing the local catchment for a greater mix of land uses and services. These changes will help consolidate a series of commercial areas into 'micro places' to serve a local focus for the emerging new communities.

Accommodating growth pressures along the Strategic Corridors should not be at the expense of supporting further intensification in Darebin's Activity Centres. It is suggested that a wide range of considerations should be applied when assessing multi-storey development to include the cumulative impact in a local setting and the existing communities of those areas.

Redevelopment of other major arterial roads included in this category such as Bell Street and High Street are intended to be in a similar vein and are addressed in separate strategies.

Future Role of the Corridors

St Georges Road and Plenty Road will both continue to serve their regional transport roles, and new development will evolve over time in this context. There will be a concentration of development at key nodes, commencing at the southern ends of the corridors and moving north gradually over time. While some nodes already exist as activity centres, new concentrations of development will allow new centres to emerge that will serve increasing local catchments.

There will be an evolution of building typologies, public realm conditions and built form character. Facilitating opportunities for intensification will require a varied approach. This will require a deviation from the conventional single lot redevelopment which usually generates an additional 3-4 dwellings in the form of 2-3 storey townhouse-style proposals.

The built form of 4-6 storey apartment-style development is increasing. Council is now faced with managing the impact of new developments which generate more than 10 - 20 additional dwellings on large sites. To ensure that the long term vision towards a cohesive urban character is achieved, Council must set a strong direction for development.

Benefits from Intensification

There are a number of benefits to be derived from this growth and change in built form. These include the following:

- Increased choice of housing types for our diverse community, where trends are moving towards an aging population and smaller household size (i.e one- and two-person units).
- More shops for local convenience shopping.
- Increased catchment for public transport, with scope for improved services.
- A greater range of services and local facilities that can be supported.
- Improved public spaces and perceptions of safety with greater passive surveillance.
- New development driving a change in character in some places, or promoting a new emerging character.
- Improved amenity for high quality built form along the corridors.
- More sustainable built-form responding to local conditions (i.e. protecting residents from road noise with double glazing).
- Make the redevelopment of redundant industrial sites viable and address contamination issues.
- Increased local employment during construction.
- Potential for increases in skills and experience in the workforce.
- Taller built-form helps enclose the streetscape, which is useful on wide roads where it is important to reduce the scale and impact of the road.

1.1 Strategic Context

Overarching Objectives

The following overarching objectives informed the preparation of this UDF, and are designed to achieve the Vision for each Corridor (as introduced in the next section). These objectives were originally identified in the background studies as a starting point, and through the analysis of the different context conditions along the Corridors have been further refined and presented as a means of achieving the Vision at a high level.

- Facilitate intensification in selected locations and at Strategic Sites.
- Facilitate public and private development of high quality amenity which makes a positive contribution.
- Achieve a high quality public/private interface condition and upgrade the public realm to support the forecast change.
- Appropriately manage off-site impacts regarding sunlight access, privacy and massing of development.

The following conditions set the strategic context for each of the Corridors.

St Georges Road Corridor

- Other parts of St Georges Road are in transition such as former industrial land that is often on larger lots which come under redevelopment pressure for low density residential uses.
- There are small pockets of C1Z within the Corridor which contain a variety of small commercial uses and businesses taking advantage of the exposure and good access the road affords.
- While it is intended to direct a substantial amount of residential growth to this corridor, it is not at the expense of providing for local business and employment opportunities.
- As the local population grows, more local services will be demanded within a local catchment. This increased density and reduced area of catchment will further support provision of local convenience retail and small scale commercial or home-based businesses.
- The extent of growth draws attention to the issue of accessibility and the quality of the public realm. It is essential to plan for improvements to the public realm in parallel with new development on private land.
- There is a general lack of amenity in the pedestrian environment, leading to reductions in legibility, walkability and connections to key destinations.
- People who live on St Georges Road and to the west will look to this Corridor as a local place, and will need space for recreation, meeting places and leisure activities, in the parks located along on this Corridor.
- Emerging activity centres on a neighbourhood scale will be necessary to create local places for new communities as they form.
- Environmental and urban sustainability opportunities on a precinct and site-specific basis should be harnessed.

Plenty Road Corridor

- The Corridor intersects activity centres at The Junction, South Preston, and Tyler Street. It also forms a defining boundary to the Preston Central Activity Centre as well as local neighbourhood centres at Summerhill Village and Lancaster Gate.
- The Junction still retains a mix of non-residential uses at ground level that provide local employment opportunities.
- North of Bell Street there are remnant industrial uses dispersed with wholesaling, retail, car yards, and some light manufacturing land uses.
- The nature of built form at the northern edge of the municipality is characterised by recent suburban development in the Springthorpe and Mount Cooper estates.
- There are sections of the Corridor that are constrained due to the public transport infrastructure located within a relatively narrow road reserve.
- There is a greater diversity of lot sizes and dimensions in the southern part of the Corridor as a result of a variety of former industrial land uses.

1.2 Vision

Darebin council has an overarching vision:

Darebin, the Place to Live

Supporting this vision are six goals:

- ***Vibrant city and innovative economy***
- ***Healthy and connected community***
- ***Sustainable and resilient neighbourhoods***
- ***Thriving and creative culture***
- ***Excellent service***
- ***Open and accountable democracy***

Redevelopment of these Strategic Corridors contributes towards achieving the first four goals.

The Vision Statements below offer a local interpretation of the overarching vision and corporate goals. These statements should be used as a unifying direction to guide redevelopment of the Corridors for the long term.

St Georges Road Corridor Vision Statement

The St Georges Road Corridor forms a Strategic Corridor transitioning to a more intensive mix of uses, especially residential. There will be a substantial level of change and renewal creating and maintaining opportunities for local services and businesses and other activities at ground level and along the existing active streetscapes. 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.

Leveraging the high level of accessibility to public transport this strategic corridor affords a significant increase in population to support local places. This increase will be accommodated in multi-storey built form resulting from a contextual design response that includes a mix of uses at ground level. This will contribute to a high quality public realm that supports an attractive, safe and accessible pedestrian environment and multiple crossing points east/west.

Plenty Road Corridor Vision Statement

The Plenty Road Corridor supports more efficient, accessible and reliable public transport and provides opportunities for housing intensification.

The Corridor connects revitalised activity centres at The Junction, Preston South, Preston Central, Tyler Street, Summerhill Village and Lancaster Gate. In general, retail and commercial uses in these centres will serve the immediate hinterland to provide local convenience opportunities. The Preston Central Activity Centre will be supported as the regional focus of community activity, services and investment.

Development along the Plenty Road Corridor continues to support the growth of La Trobe University, one of Victoria's largest tertiary institutions and a significant employer within the municipality.

A growing and diverse community is found here and enjoys a variety of lifestyle benefits and services and facilities that meet their daily needs.

A snapshot of the changes and land use patterns that will emerge from the direction set by the vision has been captured in the Framework Plans.

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1.3 Framework Plans

St Georges Road Framework Plan

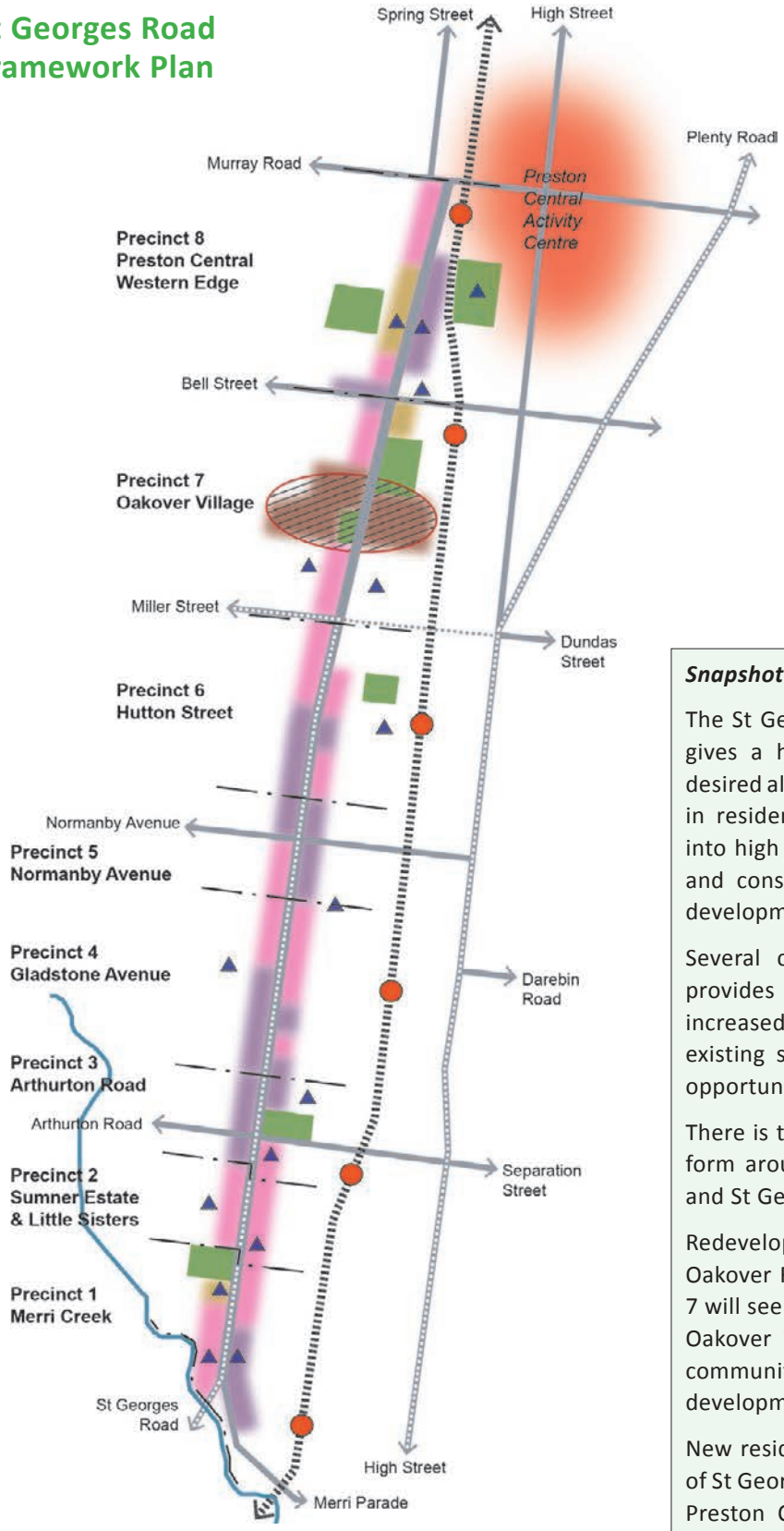

Figure 1 -
Framework Plan - St Georges Road Corridor

Snapshot

The St Georges Road Corridor Framework Plan gives a high level indication of the changes desired along the corridor. Generally an increase in residential density through redevelopment into high quality apartment style development and consolidation of lots into more efficient development parcels is encouraged.

Several clusters of mixed use development provides local convenience retail for the increased local population. These areas support existing small scale business and provide the opportunity to increase local employment.

There is the potential for a new local centre to form around the intersection of Merri Parade and St Georges Road in Precinct 1.

Redevelopment of several strategic sites on Oakover Road and St Georges Road in Precinct 7 will see a new neighbourhood activity centre, Oakover Village, emerge to support the new community that will grow as a result of this development.

New residential development at the north end of St Georges Road in Precinct 8 will support the Preston Central Principal Activity Centre and leverage off the locational advantages.

Plenty Road Framework Plan

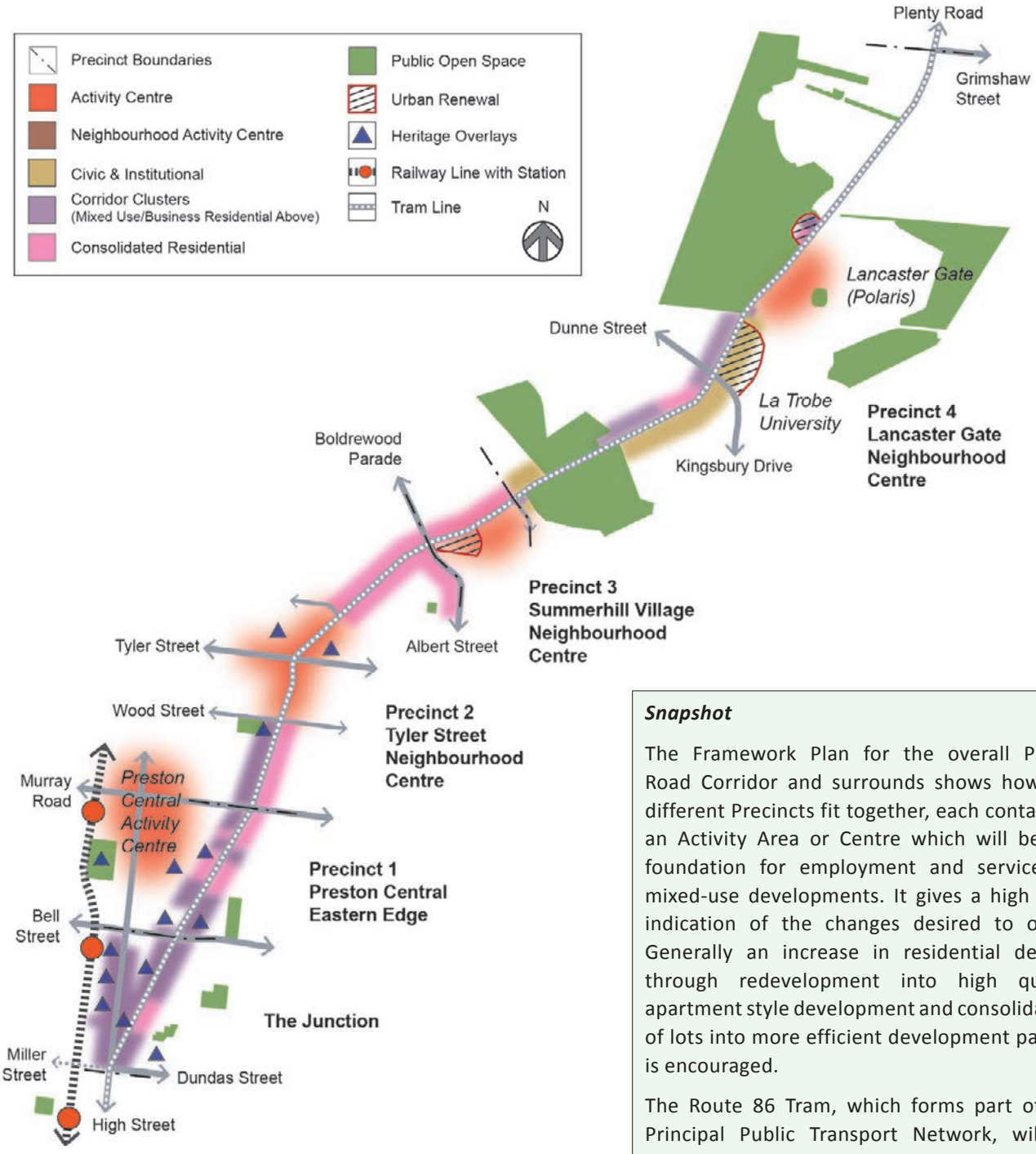

Figure 2 -
Framework Plan - Plenty Road Corridor

Snapshot

The Framework Plan for the overall Plenty Road Corridor and surrounds shows how the different Precincts fit together, each containing an Activity Area or Centre which will be the foundation for employment and services in mixed-use developments. It gives a high level indication of the changes desired to occur. Generally an increase in residential density through redevelopment into high quality apartment style development and consolidation of lots into more efficient development parcels is encouraged.

The Route 86 Tram, which forms part of the Principal Public Transport Network, will be supported by increased residential growth and the flow-on increase in potential patronage will support planned upgrades. The Junction Precinct has an even higher level of access to the PPTN with a choice offered by the Bell Street and Thornbury Train Stations.

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2.0 Land Use and Urban Design Strategies

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Strategies

A range of Land Use and Urban Design Strategies to influence the future directions have been collected from a number of sources, including but not limited to the following:

- the Darebin policy framework set out in the Planning Scheme;
- feedback from the community consultation;
- issues highlighted in objections to recent planning permit applications; and
- precedents established via Planning Panels and in VCAT decisions.

In addition to the issues raised in the background studies and analysis, this Framework takes a balanced approach in providing a range of design solutions to address sensitive interface issues such as:

- a mix of uses at ground level;
- clear street addresses and entrances;
- overlooking from higher buildings;
- setbacks from side and rear boundaries with sensitive interfaces;
- screening of upper storey balconies;
- visual impact on backyards;
- overshadowing houses and/or backyards;
- increased difficulty in on-street parking;
- access onto main roads;
- pedestrian safety; and
- achieving a quality public realm.

There are a variety of tools and design responses available to address these issues.

The following list provides a general structure for thinking about the range of issues common to the Corridors:

1. Sustainability

2. Land Use

3. Local Identity and Character

4. Built Form

5. Sensitive Interfaces

6. Amenity

7. Public Realm

8. Movement and Transport

These issues have been investigated in greater detail with a number of different design solutions being proposed depending on the local context within each Precinct.

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2.0 Land Use and Urban Design Strategies

Urban Design Objectives

The delivery of the overall Corridors Vision and Preferred Future Outcomes for each Precinct within the Corridors relies on the following objectives informing the design response and being achieved through the resulting built form.

2.1 Sustainability

- All upgrades and redevelopments should be based on Environmentally Sustainable Development principles.
- To ensure a diversity of dwelling sizes and configurations with easy accessibility to public transport and commercial services.
- To achieve sustainable development with a high level of internal amenity.
- Ensure that the design, layout and materials are of a high quality, and consider maintenance requirements
- To ensure highly energy and water efficient design and practices are employed.

2.2 Land Use

- Manage the scarce land resource along the Corridors by discouraging underdevelopment.
- Encourage higher density development that achieves greater integration between different compatible land uses and public transport with particular emphasis on active transport including walking and cycling, access to public transport and key services and facilities.
- To direct residential density increases to consolidate in Activity Centres and along Strategic Corridors.
- To reduce the impact on the amenity of the adjoining residential areas from the higher density corridors.
- To encourage the consolidation of lots to facilitate better design outcomes and amenity and manage the impact on adjoining sites.
- Promote a range of intensification levels, quality and diversity of built form, dwelling sizes and land uses occuring along the Corridors in response to a number of factors;
- To ensure new development supports the role and vitality of the Preston Central Activity Centre, the Junction area and Summerhill Activity Centre.
- Support the key role of La Trobe University and work in partnership to ensure its growth and expansion plans integrate with the Lancaster Gate Neighbourhood Centre;
- Existing local employment and new opportunities will be encouraged to cluster in Activity Centres, Commercial and Mixed Use zoned land along the corridors.

2.3 Local Identity and Character

- To encourage high quality urban design and architecture that responds to the site and its context, including the achievement of human scale development principles and the provision of appropriate acoustic measures where applicable.
- To ensure that new development is sympathetic to the identified values of adjoining heritage overlays.
- To ensure that new development adjacent to an individual heritage building (as identified by a unique heritage overlay) does not compromise the building and is of a respectful scale and form.
- Encourage active frontages at the ground floor where there is a vertical mix of uses.
- Encourage infrastructure (including street furniture etc.) provision, location, materials, and finishes contribute to the character and amenity of all precincts.

2.4 Built Form

- Encourage adaptable building layouts that can support a mix of uses over time so that built form can flexibly accommodate a variety of future commercial and/or residential uses.
- To encourage high quality design and development that will enhance the visual appearance and amenity of the Corridors.
- To achieve excellence and diversity in built form design and incorporate environmentally sustainable design initiatives.
- Promote a range of intensification levels, diversity of built form and dwelling sizes along the Corridors in response to community needs.
- To support the development of strong and robust built form on corners, landmark sites and on sites within activity areas.

2.5 Sensitive Interfaces

- Minimise the impact of development on adjoining land uses where there is a sensitive interface identified;
- To discourage visual intrusion across sensitive interfaces by managing the siting, massing, setbacks, screens and appearance of buildings and works.
- To encourage lot consolidation which maximises development yield whilst providing a contextual response to sensitive residential interfaces.

2.6 Amenity

- Promote that development strikes an appropriate balance between protecting the amenity of existing uses, and development providing a high level of amenity for future residents.
- To ensure that new development adjacent to a Heritage Overlay area (multiple lots covered by a single overlay) should not compromise the overall heritage features identified and maintain a similar level of amenity currently experienced;
- Ensure the design and layout of new developments avoids unreasonable amenity impacts on adjoining sensitive residential interfaces; e.g. due to overshadowing, loss of privacy and unreasonable visual intrusion.

2.7 Public Realm

- To provide a pedestrian friendly environment at public/private interfaces (street frontages and active frontages) along the Corridors;
- To grow a local catchment for sustainable transport modes, and locate access to new developments in a way that supports the core transport function of the Corridors.
- To encourage commercial and residential development that improves the visual amenity of the public realm by providing a high quality street edge, through the provision of attractive and thoughtfully designed frontages that make a positive contribution to the pedestrian environment.

2.8 Movement and Transport

- Support the movement network role of St Georges Road and Plenty Road by balancing the competing mode demands, increasing local catchments and promoting safety for cyclist and pedestrians;
- To encourage development that minimises vehicle crossovers to St Georges Road, Plenty Road, High Street and side streets, provides rear lane or side street vehicle access and retains existing on-street parking spaces where applicable, and to minimise adverse impacts of development on local traffic conditions, and promotes a safe pedestrian friendly environment.
- Promote the creation of pedestrian and bicycle connections through larger strategic sites along the corridors to achieve a fine-grained pedestrian network and increase access to public transport.

2.1 Sustainability

Sustainability

Pursuing Environmentally Sustainable Design (ESD) in planning is important for ensuring resilience of the built environment to extreme weather conditions and climate change, resource cost increases for residents, and policy changes. ESD in the built environment is a key part of Council's policy platform.

This Framework draws on the overarching ESD objectives of the State Planning Policy Framework (SPPF), the MSS and Darebin Council's corporate goals. The approach to this issue considers the impact of changes that can be accumulated at three distinct scales:

A. Neighbourhood Sustainability

B. On-site Sustainability

C. Built Form

Darebin presently undertakes an assessment of the environmental performance of proposed developments through the planning permit application process. The use of the Sustainable Design Assessment in the Planning Process (SDAPP) is currently undertaken on a voluntary basis. This means that many sustainability measures are applied after the bulk of the design response is completed. There is little room for change to the interior layout or siting of the building to give a better outcome at this stage.

Integration of sustainability into the built form and consideration of on-site issues should occur at the earliest opportunity in the design process.

New development on the Corridors, both residential and non-residential, provides the opportunity to promote ESD. Proposed developments should demonstrate a sophisticated application of ESD principles, such as passive solar internal layouts and Water Sensitive Urban Design (WSUD) measures, to maximise energy and water use efficiency. These responses could include:

- water recycling systems;
- considering embodied energy and performance of materials; and
- incorporating renewable energy facilities.

Similarly, public realm improvements can also incorporate sustainability features, as suggested in the strategies for each Precinct (Chapters 3 and 4).

Figure 3 - Dandenong's 'Energy Centre' containing tri-generation facilities
Source: Peter Hogg + Toby Reed Architects / John Gollings

A. Neighbourhood Sustainability

There are several benefits that can be generated by taking a neighbourhood-wide approach. Where there is urban renewal on a scale likely to be experienced along the Corridors or on large Strategic Sites, opportunities for expanded sustainability measures can be accommodated. This can occur in response to both water and energy provision and management.

A.1. Distributed Energy

Distributed energy (or distributed generation or decentralised energy) is an approach to create energy closer to where it is used to provide environmental benefits and efficiencies as well as financial benefits. Most of Australia's energy is generated in large coal and gas power stations which are connected to the national grid. Distributed Energy brings the source of energy production closer to where it is used, and can include wind power, solar power, combined heat and power schemes (co/tri-generation), traditional fossil fuel based generation, and other renewable electricity generation connected directly into the local distribution networks. This approach focuses on targeting the 'economies of scale' where higher or more intensive development can incorporate and demonstrate positive ESD outcomes, including potential to connect into the green industry sector within the municipality and innovative ESD systems.

Some examples of developments which have incorporated Distributed Energy into development include:

- Pixel Building in Queensberry Street Carlton — a carbon-neutral office building generating more energy than it uses.
- 567 Collins Street — Melbourne City Council office buildings.
- New Horizons project, Monash University, Clayton Campus incorporates a cogeneration facility.
- Dandenong is Australia's first precinct-wide Distributed Energy project incorporating a tri-generation installation within the Dandenong Precinct. The tri-generation facility consists of gas-fired generators to provide energy and waste heat from this process providing water heating and heating and cooling for buildings within the precinct.
- 385 Bourke Street — the property owner, Colonial First, aim to reduce their carbon emissions by 30% and are investigating incorporating a tri-generation facility.

Figure 4 - Cogeneration engine within the Dandenong Energy Centre supplying electricity, heat and hot water within the Precinct

Source: Peter Hogg + Toby Reed Architects / John Gollings

A.2. Heat Island Effect

To minimise the adverse effects of extreme hot weather conditions, Council has prepared the *Darebin Heatwave Strategy 2013-2017*. Known as the "heat island effect", areas where there is a high percentage of buildings and materials that absorb and reflect heat tend to experience increased ambient temperatures. In some cases the temperature can be raised by several degrees, and local areas remain hotter for longer as materials continue to radiate heat into the evening.

These changing climatic conditions are being felt in the more densely built up areas of the municipality. Giving consideration to the mitigation of such effects in the design response for apartment buildings can reduce the overall impact along the Corridors.

This contributes to achieving Priority Area Three of the Heatwave Strategy: "To design and maintain our city to reduce the effects of heatwaves."

Strategies to address this issue include:

- greater planting of canopy trees;
- the use of green roofs and green walls;
- integration of shading devices into the building design.

A.3. Adaptability

As part of a sustainable urban environment, the longevity and ongoing usability of buildings is also of importance.

In raising this issue, the aim is to ensure developments can be reused for multiple uses over time and adjust to economic and demographic changes if needed. Creating flexible spaces within buildings will ensure the right spaces are available in response to a changing urban context. This future-proofing of buildings will lead to reduced waste, cost savings, and increased sustainability in the long term.

The internal layouts of developments should be designed so that commercial or residential spaces can be combined or separated over time without having to reconfigure or reconstruct entire floors or buildings. This will include the design and location of load-bearing walls and columns so that apartments can potentially be combined/separated in an effective and practicable way, and allow for changing access arrangements.

This ability to vary apartment size and configuration lends itself to accommodating a greater diversity of household types.

Figure 5 - Passive green wall on a proposed 9-star apartment complex in St Georges Road, Thornbury
Source: Steffen Welsch Architects

Figure 6 - Green roof serving to aid building cooling as well as providing useful outdoor space
Source: www.hassellstudio.com

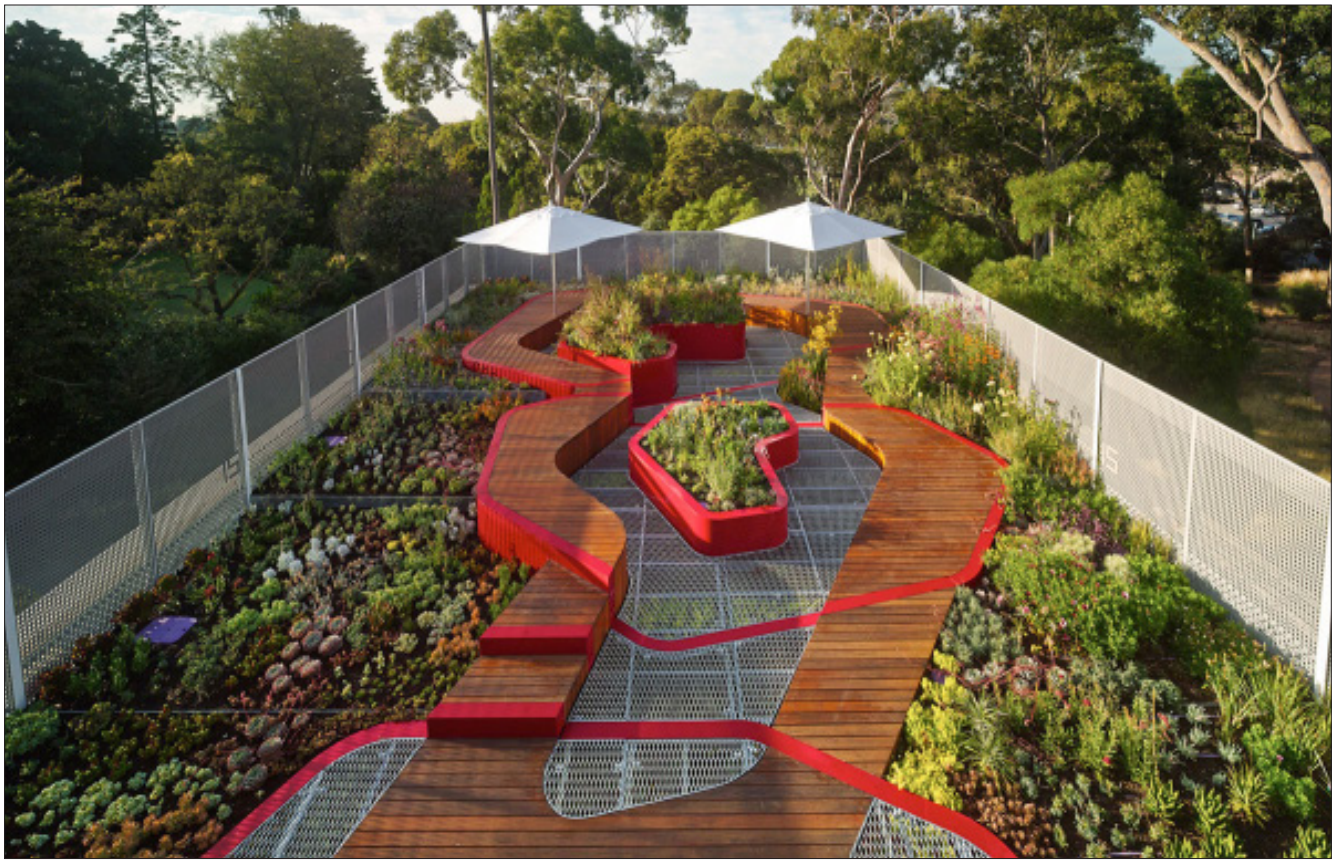


Figure 7 - Active green wall incorporated into modern facade design
The columns and green walls achieve vertical differentiation to break up the street frontage; private open spaces face the street front but are set back and elevated from the footpath to create a sense of privacy and separation from the public realm.
Source: Domain.com.au

A.4. Water Sensitive Urban Design (WSUD)

Redevelopment along the strategic corridors provides a great opportunity to implement an integrated approach to addressing flooding and stormwater issues and to utilise fresh water more efficiently. With the continuance of climate change and its effect on people and their built environment, the application of more alternative engineering solutions becomes more important. Integrating WSUD measures into redevelopment will assist in achieving an integrated approach to improve stormwater quality, reduce its quantity released into nearby creeks, and reduce the amount of fresh water used.

WSUD measures are needed to achieve a sustainable and liveable city. As initiatives are built, they also raise awareness about water issues and act as an educational measure. WSUD measures need to relate to stormwater quality improvements and stormwater quantity reduction. Some examples of WSUD measures are:

- stormwater harvesting (water tanks) from roof areas and connections to toilet flushing;
- stormwater filtering and slowed release via biofiltration, green roofs, green walls and raingardens.

Depending on the measure, they also have capacity to insulate a building, reduce the amount of energy used, and create better internal comfort due to reductions in heat gain and the urban heat island effect.

It is important that WSUD is considered from the onset of a design to ensure the easiest and best integration with the overall development is achieved and the potential of WSUD measures are reached.

Figure 8 - A retrofitted ground-level raingarden, reducing water runoff into nearby waterways and filtering pollutants from stormwater

Source: City of Portland - Environmental Services

Figure 9 - Raingarden planter boxes can be installed above ground where opportunities for ground-level planters are limited

Source: Bulleen Art and Garden / Melbourne Water

B. On-Site Sustainability

The manner in which the building footprint is oriented on a site will determine in part the level of sustainability performance that can be achieved.

B.1. Landscaping

Providing adequate space through the use of setbacks from property boundaries can facilitate several environmental benefits.

These setbacks create space for landscaping, and in particular the ability to plant canopy trees. This requires basements to be set back from boundaries to allow for deep soil planting. A compact built form footprint surrounded by landscaping delivers multiple sustainability benefits:

- local cooling of the building and adjacent space;
- reduced impervious surfaces;
- improved potential for solar access at lower levels.

B.2. Solar Access

There are challenges to be addressed in the provision of access to sunlight or daylight in multi-storey developments and for the properties that surround them. While access to daylight affects the overall feel of an apartment, exposure to excessive solar gain can lead to overheating. Management of direct sunlight access or penetration into the apartment will impact thermal comfort and energy consumption.

Thermal comfort can be provided for by incorporating passive solar design techniques which optimises winter heating and summer cooling. The integration of shading devices that fit with the building orientation and window location will make a significant impact on the building's energy performance. Of particular note are east- and west-facing glazing which can be treated with adjustable external shading.

B.3. Adjacent Sites

It is important to manage the impact of new multi-storey development on solar access for surrounding properties, particularly on habitable rooms, backyards, and roof spaces where there are solar collection panels.

ResCode and other existing codes/rules make some allowance for the extent of overshadowing on adjoining sites. However, this may not be applicable in urban situations where there are a number of taller buildings in an area. In these cases greater emphasis needs to be placed on building separation.

Along the Corridors, lots generally located to the east and west of a new development site will get some access to sunlight for part of the day. The lots directly to the south of new developments that are ones most vulnerable. The introduction of solar panels for localised power generation adds further considerations to the assessment element.

There is considerable variation in lot orientation along Plenty Road, while the bulk of the lots along St Georges Road have a clear east/west orientation. There are a few instances where there are larger lots and corner sites which are assembled in a way where the width is greater than the depth creating a north/south orientation.

Identifying areas as being suitable for increased residential density means there will be a trade off between advantages derived from location and access, and a different level of amenity from what could be expected in a suburban setting.

B.4. Bicycle Parking

Darebin Council has a policy to support the increased use of cycling, walking and public transport. The provision of easy to access and secure bike parking facilities encourages this behaviour change and will reduce car use.

A minimum of one bike park per apartment should be located at ground level. The width and length of each bike hold should allow easy access and minimise the disturbance of adjoining parked bikes. The width of access paths and doors to the bike parking area should be enough to avoid damage to walls and doors. Doorways associated with bike parking should be a miminum of 1.2m - 1.5m wide.

At the front of buildings near entrances, visitor bike parking facilities should be integrated into the front setback and landscaped area design.

Facilities that support bicycle use should also be included, such as the provision for change and/or shower facilities in mixed-use buildings.

C. Built Form

The provision of a high quality internal amenity is intrinsicly linked to an improved energy performance and well-being of the inhabitants. The massing of the built form needs to demonstrate passive design principles to create unobstructured daylight access and natural ventilation to all rooms where possible. Well arranged building massing in combination with best practice internal layouts and the application of innovative building technologies and materials assist in reducing the energy consumption levels and create high cost savings for future residents.

There are a number of components within a built form design that can be altered to contribute to a more sustainable outcome for occupants and the environment.

C.1. Natural Ventilation

The ability to naturally ventilate rooms provides a low cost option compared to individual apartment airconditioning units on balconies. Natural ventilation should be considered for communal areas, with operable windows in circulation spaces. This has the potential to save on servicing costs by reducing areas that rely on mechanical ventilation.

C.2. Rooftop Space

Traditionally seen as non-accessible space, rooftops were used to locate plant and equipment that serviced the building. The roof spaces of new developments are increasingly being used in multiple ways as an integrated part of the building. Rooftops can accommodate:

- communal outdoor space for resident use;
- shared facilities like laundry and clothes drying facilities;
- gardens and veggie patches;
- water harvesting and re-use tanks; and
- solar energy and water heating equipment.

Further consideration should be given to solar energy use for water heating and internal lighting of communal areas.

There are a number of structural and legislative constraints to individual units taking advantage of solar power generation as occurs for standalone houses.

C.3. Waste

The storage and collection of waste from a large number of apartments can impact on the experience of the streetscape and the amenity of the wider neighbourhood. Exposed ground level communal waste and recycling stores can appear unsightly, as well as being potentially smelly and noisy. The function and level of use of such facilities is often effected by the ease of accessibility (for depositing and removal) and the visibility. Further thought is necessary when these facilities are located in the rear or basements of properties. The size or capacity of these facilities will determine the frequency of removal from site required. It is important to minimise the number of truck journeys, cutting down on noise, pollution and road congestion.

Food waste alone comprises over 40% of household waste sent to landfill, and adequate space should be allocated for food waste management, along with general waste and recycling on-site. All types of recycling and waste should be stored in the same location, providing the greatest ease of use for all types of disposal. If a waste chute system is proposed in the design, then separate chutes should be provided for each waste stream.

Additional aspects of waste to consider include:

- locating waste storage areas away from the front of buildings, where they can impact on the street, the building entrance and the experience of residents, visitors and pedestrians, but ensuring a convenient location close to shared entrances;
- providing waste chutes in larger developments, ensuring they are located and designed to limit noise;
- ensuring all waste and recycling facilities are accessible to all;

- providing for on-site composting, or food waste collection;
- providing permanent, allocated spaces on-site for residents to dispose of large items;
- considering waste compactors for larger developments.

Regulatory Response

The Sustainable Design Assessment in the Planning Process (SDAPP) program at Darebin has contributed to many successful ESD strategies being employed in planning applications. For example large water tanks connected to toilets in multi-residential developments, the installation of double glazing for all windows, external shading to north and west windows, the incorporation of windows and skylights to provide access to natural light and the installation of a secondary window to living areas for cross ventilation.

As more ESD items are suggested the development community is responding positively. In many cases the market place has sought sustainable buildings with environmental features where a clear benefit can be realised.

Figure 10 - Cross ventilation and solar penetration diagram for the proposed Wohnen Morgen (Living Tomorrow) development in St Georges Road Thornbury.

Source: Urban Melbourne / Steffen Welsch Architects

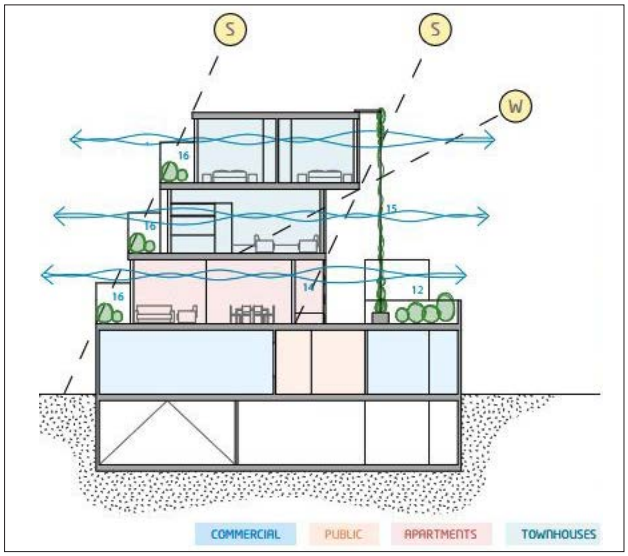


Figure 11 (top to bottom) - Effective use of rooftop space for laundry and clothes drying, communal outdoor space, and veggie patches at The Commons development in Brunswick.

Source: Gizmag.com / Nick Lavars (top, bottom); Design Guide / Andrew Wuttke (centre)

2.2 Land Use

Growth Management

The Strategic Housing Framework Plan shows the direction for residential land use and development across Darebin. Both Corridors are earmarked for Substantial Housing Change, and there are several small pockets of Incremental Housing Change along St Georges Road where there is established character or areas of heritage.

This Plan facilitates development in a manner that achieves several MSS objectives in relation to:

- meeting community needs;
- location of housing close to activity centres, employment and public transport;
- providing housing diversity; and
- utilising strategic redevelopment sites.

To meet these objectives, the MSS sets out a clear hierarchy for where residential growth should be directed as follows:

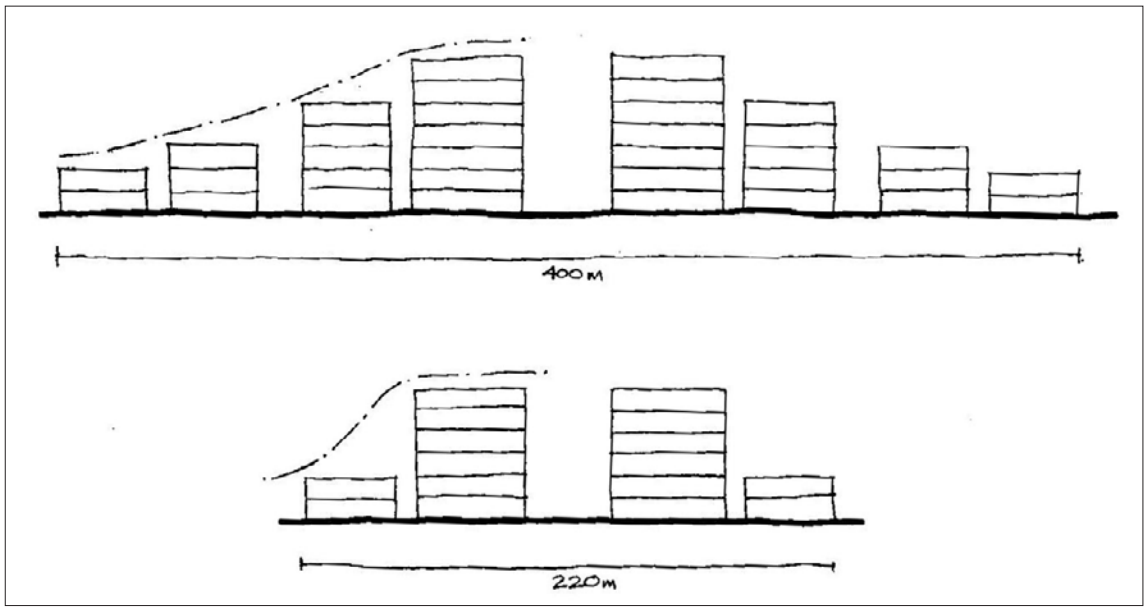
- Principal Activity Centres
- Major Activity Centres
- Neighbourhood Activity Centres
- Strategic Corridors - Plenty Road and St Georges Road

Challenges

There are development challenges for land facing the Corridors. An important issue to be addressed is the transition between taller built form and the lower surrounding residential areas either side of the Corridors. In activity centres, the visual bulk of development can be scaled down towards the edges of the centre. The Corridors, however, are usually a single lot in depth and exhibit a cross-section much narrower than a traditional activity centre profile. This has the effect of magnifying the discord at the boundary between apartment dwellings and the backyard spaces of single houses.

This interface condition extends for substantial lengths of the Corridors and is accentuated through the cumulative impact of multiple taller buildings located in a linear fashion. This area of transition in built form scale has been identified as the 'Sensitive Interface'. This condition has been a major consideration contributing to the creation of several controls to manage the interface between different building typologies.

Figure 12 - Transition of built form: activity centre typology (top) vs corridor typology (bottom)



Community Benefit

Land that gains additional yield along the Corridors should also demonstrate how the new development contributes to public space or some other benefit to the community. Community benefit can take several forms, including:

- enhancement of the pedestrian environment as a result of new buildings addressing the street and increasing casual surveillance; and
- buildings with compact footprints allowing space for deep-rooted tree plantings and landscaping that surround developments.

Intensification

There will be a transition of building typologies, public realm conditions and the built form character leading to substantial change along the Corridors. Facilitating opportunities for intensification will require a varied approach. This will deviate, however, from the conventional single lot redevelopments which usually generate an additional 3 to 4 dwellings. To achieve the required level of intensification, new developments which generate more than 10 - 20 additional dwellings in multi-storey apartment developments (usually 4 - 6 storeys in height through consolidation of lots into more efficient parcels) is sought.

Land Use Mix

As the Corridors change to a more intensive built form and local catchments increase due to population growth, a greater variety of land uses can be supported. To achieve the optimum built form and land use outcomes, it is suggested the underlying zones should form the key indication for the desired level of intensification in different sections of the Corridors. To deliver these outcomes some rationalising and changes in land use zones is required. This will see residential uses in activity centres rezoned for commerical or mixed use purposes to support the ongoing viability of the various centres on the corridor. In other places, existing under-utilised industrial zoned land will be changed to either commercial/mixed use or residential purposes. This will give clear direction for the type of land use and the form of development expected.

In providing for greater certainty for future redevelopment, zones have been selected to either cluster uses and encourage a greater mix of uses at ground level, or promote an urban residential presentation to the street.

A defining characteristic of these emerging non-residential land uses or activities is the servicing of a local catchment. The conditions along the Corridors, outside the activity centres do not support regional activities or destination retail. The intent of having commercial clusters and mixed uses is to provide opportunities for local businesses and create employment.

2.2 Land Use

Land Use Between Activity Centres

The priority given to the transport role of the Corridors means that amenity conditions experienced at the edges are very different than in a traditional suburban setting. Feedback from the community has expressed concern at the declining amenity with the increase of traffic, frequency of trams, difficulty in parking and making turning movements. It is likely that this trend will continue and in response more properties are building high front fences or installing roller shutters as a measure to reduce the noise impact. While understandable, these responses further erode the amenity of the street edges creating footpaths lined by high walls and create an overall poor streetscape presentation.

In areas that are transitioning from a former industrial use there is the perception of the built form being run down and blighted. A clear role is required for each of these rundown 'internodal' areas to foster their rejuvenation through private reinvestment and public streetscape improvements.

Where there is commercially-zoned land in an activity centre, residential uses are encouraged to locate on the upper levels. This is to retain the ground floor for non-residential and commercial uses which are able to provide an active frontage. Development in commerical or mixed use zones should provide for floor to ceiling heights at ground level that are capable of supporting commercial uses, where fronting the main street.

Underdevelopment

The two Strategic Corridors have been identified for a substantial level of change beyond the existing built form. Directing substantial redevelopment to selected areas will reduce the development pressure on suburban areas with an established character. There are only a few locations outside the activity centres where conditions, such as access to public transport, are suitable for apartment-style redevelopment. There is, however, a greater portion of the municipality available to the conventional medium density town house-style of development which is in the General Residential Zones.

The locational advantages of these corridors needs to be maximised and therefore the concept that certain design responses repesent an 'underdevelopment' or under-utilisation of a site is important to consider. Underdevelopment can be measured via a low density (or low intensity) of development, and in the built form typology. The proposed Substantial Change areas are targeting an apartment-style of development in the form of multi-storey building(s) which is different from the medium density town house(s) typology expected under ResCode (Clauses 55 an 54). The Independent Panel reviewing the Corridor amendments agreed that it is not appropriate to impose a low scale suburban character along the Corridors.

Underdevelopment is more likely to occur on single lots that do not meet the minimum width requirements. For this reason, a strong preference is given to lots that have been consolidated to form a more efficient redevelopment parcel, and to Strategic Opportunity Sites. There is strong evidence to show that consolidated lots enable not only a higher yield, but also better contextual design responses. There is an increasing trend of development applications on consolidated parcels.

Underdevelopment has been accepted as a legitimate reason to refuse planning permits at VCAT (see Loizou v Kingston CC [2014] VCAT 757).

Strategic Opportunity Sites

Darebin has a number of Strategic Sites that possess attributes that make them favorable for redevelopment to higher density dwellings to provide substantial dwelling capacity for the future. These sites have been identified through a sorting process based on the following criteria:

Over 1,000 square metres in lot size;

- Located in a zone that permits residential use (Residential Zone, Commercial Zone 1, Priority Development Zone or Mixed Use Zone);
- Not constrained by a Heritage Overlay;
- Developed prior to 1990s and with no pre-existing medium or high density dwellings; and

displaying one or more of the more of the following locational criteria:

- Within 500 metres of train station;
- Within 400 metres of tram stop;
- Fronting strategic transport corridors (e.g St Georges Road or Plenty Road);
- Within Activity Centre boundaries; and
- South of Murray Road, Preston.

The Strategic Sites have a key role to play in accommodating housing growth in line with population changes. Their capacity to absorb higher order change enables lesser degrees of intensification to occur elsewhere protecting more sensitive areas (e.g. Heritage areas, creek environs etc.).

Given the limited supply of these development sites it is assumed that the high change scenario will be the starting premise for each Precinct. Further testing of the site's ability to manage the on-site and off-site impact of development will identify if a lesser level of development should be considered.

Beyond this list there are very few opportunities for large lot development along Plenty Road unless title consolidation takes place. The ability and time it takes to consolidate a number of existing lots into a single development parcel will slow the rate of development and level of change experienced in the short term.

Some Strategic Sites may be redeveloped with commercial spaces at ground level. A mix of small and medium-sized spaces allows for a variety of commercial uses to establish on a site and have their particular needs met. Small commercial spaces need to be a minimum of 100 square metres to enable the provision of necessary facilities, including kitchens, toilets, and waste areas to the rear of the site.

Lot Consolidation

There is an emerging trend of creating larger redevelopment parcels, which has several benefits for residential intensification such as:

- More efficient lot dimensions;
- Reduction in driveway crossings;
- Greater ability to setback from sensitive boundaries;
- Enabling an improved and cohesive streetscape to be created over time; and
- More scope for contextual design response.

This trend is becoming more evident along strategic corridors and in established residential areas that have better access to goods, services and community infrastructure. Often occurring on corner locations, several lots consolidated can offer more choice in access points and car parking management as well as the opportunity to further setback from sensitive boundaries.

Darebin has chosen to encourage this trend to ensure that these benefits are maximised while also delivering additional yield and community benefit in a more efficient manner.

Lot consolidation is required to provide more efficient development parcels that can achieve the intensification and high quality design outcomes that are needed. They also are more able to accommodate on-site carparking and reduce overlooking from side-facing apartments.

Minimum Lot Widths

Lots of smaller dimensions, e.g. 15 metres or less in a commercial context and 20 metres or less in a residential context, represent a challenge to providing the intensification and high quality design that is required for the public realm along the public transport corridors. In combination with the previous regulations and guidelines (e.g. Standards of Clause 55) they lead to poor design, amenity and sustainability outcomes for multi-residential development.

Setting a minimum lot width for commercial and residential areas assists in ensuring the vision, objectives and outcomes are achieved.

For commercial areas exhibiting traditional shop-front lot-widths of 7 to 15 metres, this means two to three lots should be consolidated to form a more usable parcel. In residential contexts where most allotments have a width of approximately 15 to 18 metres, the consolidation of two lots would create efficient parcels.

Sites that are unable to achieve the minimum lot width may not be able to develop to the maximum height in order to meet the high quality design requirements. In particular, the size, width of frontage, relationship to adjacent properties, orientation and access opportunities all impact on the yield and intensity of development possible. For a development to overcome these site constraints, exemplary design responses (see Exemplary Design Outcomes in Chapter 2.4) that go beyond high quality are required if the maximum allowable height is to be achieved.

Development should seek to retain the development potential of adjoining sites so that equitable access to direct sunlight is achieved.

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2.3 Local Identity and Character

Local Identity

There is widespread desire to create a greater sense of local identity for each precinct or activity centre along the St Georges Road and Plenty Road Corridors. The land use and building height recommendations set out in this framework will, in part, go towards achieving this outcome. There are a number of different physical conditions along the Corridors as a result of the differing development periods and large format land uses.

In established areas there are opportunities to build on local characteristics through new development. This could be achieved through recognition of key features, use of materials and reinforcing valued characteristics of an area in new developments. This will produce an evolving character that can be further reinforced through unifying streetscape and landscape treatments.

It is not always obvious when you are moving between one Precinct and another along a Corridor except where there are clear breaks provided by major intersections, and sections of a Corridor with adjoining open spaces that help create a distinction between Precincts.

Sense of Place

Precincts within this Framework are based on a variety of differences including recognition of:

- abutting activity centres;
- clusters of uses along short parts of the corridors;
- variation in lot dimensions and patterns due to past uses; and
- the resulting different built form typologies.

St Georges Road does not cut through any existing local activity centres and acts as a buffer or edge to the Preston Central Principal Activity Centre. However, there are nodes along this Corridor that serve a local catchment and could be considered on a smaller scale of neighbourhood level or micro centre.

These variations highlight the needs for customised guidelines for each precinct to achieve the best outcome and enhance local identity.

The Plenty Road Corridor abuts the Preston Central Activity Centre and cuts through four Neighbourhood Activity Centres;

- The Junction;
- Tyler Street;
- Summerhill Village; and
- Lancaster Gate (Polaris).

Where there is an activity centre, preference is given to concentrating activities in these areas. The new emerging local character for each of these centres is captured in the Preferred Future Outcomes for each Precinct (described in Chapters 3 and 4).

In locations where there is not a clear change in the street condition, the introduction of gateway treatments will be a useful addition to express a sense of local identity. There are a number of possible streetscape design elements and landscaping solutions that can be used to achieve this, in addition to the use of public art works and wayfinding markers at key focal points. Together, the public and private realm can reinforce a positive local image and visual identity.

Heritage and Built Form Character

Along these Corridors there are a few intact Heritage Overlays recognising buildings and areas that contain specific features linking them to previous periods in the City's history. As there were only small sections of the corridors developed as traditional 'high streets', there are only a few remaining examples of shop fronts or similar small scale uses. The nature of Strategic Corridors by virtue of their high accessibility is that there is continual change of use, and subsequently built form is renewed. In general, the Corridors can be characterised by former large format uses (factories, etc) interspersed with housing.

Where there is a Heritage Overlay over a particular site, it is assumed that certain elements should be protected. As such these sites, if redevelopment is proposed, should be at a much reduced scale to respect the heritage features.

Residential Heritage Areas

Recognition of Heritage Overlays in the adjoining residential areas abutting the Corridors requires further consideration. In these areas there is often a consistent character and stronger sense of place projected by the local community. The impact of new development and interface treatment on the boundary of these heritage areas needs to be respectful of the identified heritage features contributing to the overall character of the neighbourhood. There is the opportunity to acknowledge identified valued character through the use of materials and by taking a modern design interpretation. This interface can be managed by directing the bulk of the building height towards the main road away from the sensitive interface.

Large Lot Character

Redevelopment of Strategic Opportunity Sites outside the Corridors should have regard to the local character of an area. New development, although it may be of a greater density, needs to demonstrate a "net community benefit" and respond to the local neighbourhood context (see *Panel Report, Amendments C136, C137 and C138*).

Along the Corridors these sites are earmarked for Substantial Change. This does not mean that there should be no regard for a future character outcome. It is likely that these Substantial Change areas will take a longer period to transition to a coherent character/ built form.

Figure 13 - Building materials and typologies contribute to a local identity and sense of place.
Source: Google Street View

2.3 Local Identity and Character

Activity Centre Identity

A 'Village' or neighbourhood character is intended to reflect a high degree of local convenience and can be reinforced in activity centres by defining the boundaries of the centre. This is especially important along the Corridors where there is the tendency for uses to sprawl along the stretches of the Corridors without clear distinction between unique places. As these areas are still in transition, and to allow for future growth, the boundary to an activity centre may need to expand or shrink to maintain a compact form containing its viable businesses. The *Retail Activity Centre Study 2005* identifies a role and status for each of the centres along the two Strategic Corridors.

New development in activity centres can make a positive contribution toward the established character through the use of high quality materials and integrating strong architectural features into proposals. The creation of a theme or recognition of existing key features can have a unifying effect and deliver a high quality public realm. These public spaces can be further enhanced through landscaping to provide an interesting, dynamic and a comfortable environment for pedestrians.

Where a taller building is proposed, its integration relies on an appreciation of complementary design details at street and first floor levels, where this can be easily viewed by users of the area. Inclusion of fine-grained features within the ground level facade and podium treatment will assist in creating a visually interesting and engaging environment. The interface between the private building fronts and the public realm such as the footpath and surrounds is still important to manage in an activity centre.

This dynamic cannot be provided by entrances which occupy only a small percent of the frontage of single-use residential developments. Instead, well-designed spaces for commercial use are required at ground floor level, such as retail, showrooms or office space. Take-up of such space must be monitored to ensure that this strategy does not result in vacant space for long periods. Similarly the design of ground floors should offer flexible layout and provide for services such as wet areas and waste, to be a viable commercial location.

Figure 14 (left) - *Activated frontage at a mixed use development that achieves interaction with the public realm and creates a sense of arrival and place. The long frontage is being differentiated vertically to create interest and to avoid long stretches of monotonous built form.*

Figure 15 (below) - *Fine-grained facade of a mixed-use development, with attention given to the interface at street-level.*

Source: www.portlandloftscondos.com

Respecting Fine-Grained Facades

Street facades of new developments are the most visible aspects of development that provides enclosure to the street. The scale and detail incorporated in the development impacts greatly on the public realm, and a fine-grain pattern that has a relationship to the human-scale is sought.

This fine-grain pattern of development to street edges can be achieved by creating numerous frontages, reflecting prevailing widths and entrances that generate pedestrian activity. In locations where fine-grain pattern is sought the design response should use materials, the layout of windows and doors, and other architectural detailing to reflect an appropriate scale and grain.

Focus design attention to lower storeys and to ground floors in particular. Materials selection and architectural detailing should produce facades with a level of interest and variation that can be appreciated at pedestrian-speed.

Larger sites should have architectural treatments that emphasise repeating vertical elements, or a "vertical rhythm". There may be some merit in keeping and restoring some of the former industrial facades and incorporating these into the new development. This provides a connection with the past and a reflection of a local characteristic of the area, and reduces the stark change that can come with brand new materials at street level.

Where lot consolidation occurs, new buildings should reflect a fine-grained character to facilitate a high quality pedestrian environment. Built form should be responsive to the precinct within which it is located.

Displacement and Local Employment

The *Darebin Housing Strategy 2013 (Revised 2015)* recognises the need for more intensive forms of housing to accommodate our growing population but there is also a parallel need to keep local employment opportunities. This aligns with the idea of a twenty-minute neighbourhood, as suggested in the State Government metropolitan strategy *Plan Melbourne Refresh Discussion Paper*, to ease the pressure on the road network and public transport system.

There are a number of local convenience stores and specialist goods premises scattered along the Corridors, which are located mostly around major intersections to take advantage of bi-direction traffic flow, or on larger corner sites with good visibility and access. These businesses have limited locational choices within the City and serve an existing local resident and worker catchment, as well as relying on the movement economy. As local catchments increase, so will the pressure to displace these uses either through the impact of new amenity expectations from new residents or the impact of changing land values increasing rents and often forcing large building footprint uses to seek cheaper land further outside the municipality.

Figure 16 - *Replication of massing, composition and design elements based on human-scale principles, creating familiarity and diversity without mimicking older forms.*
Source: anavedobomgosto.blogspot.com.au

The challenge is to facilitate the residential growth and the additional pressures it brings while maintaining the ability for existing 'unique' business uses and those serving a local catchment to remain. These areas should remain diverse with a mix of use and with residential uses being accommodated in the upper levels. At ground level, the design of new developments needs to incorporate adequate floor spaces, access points and ceiling heights to facilitate a range of compatible non-residential uses.

It is anticipated that this will foster the provision of new spaces for small-scale businesses, enabling more of Darebin's residents to work near their places of residence.

In summary, the land use strategy for the southern parts of the Corridors are for the internodal areas to confirm their role as high density residential strips, with non-residential uses such as commercial, showroom or office space situated at ground level. It is expected that this will trigger the revitalisation of these stretches by attracting new investment accompanied by upgrading of the public realm.

Dwelling Density and Diversity

Larger developments should be encouraged to include different types of apartments, contributing to housing diversity. Distribution of apartment types across a site or within buildings will facilitate integration and social mix. This further consideration of diversity will ensure that apartments with universal access meeting particular needs can be appropriately located.

Demographic forecasting for Darebin shows that there will be strong growth demand for single-person and couple households in the near future. This suggests that a greater proportion of one and two-bedroom apartments will be needed to accommodate this future growth. This demand is reinforced by the location of La Trobe University and Melbourne Polytechnic (formerly NMIT) within the City of Darebin generating a large student population.

Within these groups there are a number of different sub-groups with a range of housing needs that may not be met with a conventional one or two bedroom apartment configuration. There is still the need to provide three bedroom apartments to create the opportunity for larger household sizes to be accommodated within the municipality. Increasing the mix of bedroom and layout combinations in new development will assist in providing greater choice in housing and lifestyles. A greater mix of apartment sizes and configurations will lead to a diverse representation in the emerging community from these new developments.

Recent development applications show a strong preference for predominantly studio, one and two bedroom apartments with a small footprint size and minimal private open space. The proportion of three bedroom units has been less than 5%, with configurations squeezed into unconventional layouts with poor amenity. Ideally a target of 10% of new developments configured for apartments containing three or more bedrooms is necessary to deliver a diversity of outcomes.

An indicative proportional mix of apartments on Strategic Sites could include:

- 35% 1 bedroom or studio;
- 55% 2 bedrooms; and
- 10% 3 or more bedrooms.

Equitable Access

Long-term change is frequently justified through a technical analysis of statistical data. In existing communities, perceptions of substantial change are often expressed through a single lens.

This Framework uses place-making principles that define community in its broadest sense — that of a community of place, a community of interests, and through factoring the needs of the community of the future. This approach helps to explain the level of change in more equitable terms and provides a time context for community concerns.

Taller built form and higher density development has a greater potential to be affordable than low density development where the land value per dwelling is relatively high.

Darebin is experiencing strong population growth and development pressure. Growth needs to be directed to areas with good access to existing services, especially public transport. It represents an opportunity to provide people with direct access to public transport,

better access to jobs and services, to be more active, and reduce their car-related energy consumption, associated pollution and costs. Compact urban form and detailed consideration of pedestrian-scale development of the public realm will lead to more accessible and liveable environments.

There is great risk of under-utilising land along the Corridors through the provision of low density development. Subsequently, fewer people will have access to the benefits associated with these locations.

Darebin is recognised as having a very diverse community. Housing choice should be offered in selected locations, offering choice in the type of residential dwellings in which people live, and choice in accessing local services. Housing stress, housing affordability and rental affordability are serious issues in Darebin. This Framework outlines ways in which this choice can be delivered along the Corridors.

Linkages

Another aspect to consider regarding ensuring equitable access to services is to ensure convenient connectivity to these services without the reliance on cars. It will assist in the creation of lively, easily accessible areas that encourages walking and cycling. Linkages should be designed to:

- achieve openness with direct sightlines for longer distances;
- avoid blind spots/sharp corners;
- include possibilities for active uses/spaces and passive surveillance;
- contain canopy landscaping for shade and cover without obstructing sightlines;
- consider security needs on large sites where access via internal linkages may need to be managed with gates at night time, if appropriate.

Entry and Circulation

Ensure buildings provide a sense of residential address, with entrances visible and identifiable from the street. Entry and egress from apartment buildings and the site should be readily identifiable and secure, separating pedestrians from vehicle movement. Active frontages where required can be created through maximising the amount of pedestrian entrances and where appropriate by providing separate private entrances at ground level for individual apartments, in addition to the main entrance. Avoid creating niches and areas of concealment along building edges and arrange building access to minimise pedestrian conflict with vehicle movement. Main entrances to communal lobbies and ground floor apartments should be visible from the street, and readily identifiable.

It is not necessary, however, for lobby spaces to be visible from the street, and the preference for active frontage in commercial areas would preclude an expanse of residential frontage at ground level. The arrangement of communal areas and facilities such as lobbies, mailboxes and circulation can have an impact on the social dynamics of a building, allowing space for ease of movement and facilitating incidental interaction between residents.

It is preferable for internal corridors to have access to daylight and natural ventilation, particularly where they are quite lengthy or serve many apartments. The ability to access natural light and ventilation would improve the experience of these communal spaces and reduce the energy requirements for lighting and cooling. Some further consideration of night time illumination of the main entrance will enhance recognition of the entry point and improve perceptions of safety and security for residents.

There should be a clear distinction at the threshold between public and private space. This can be assisted by maximising the amount of street-facing dwellings, allowing inhabitants to overlook the public realm. The configuration of ground floor dwellings have a duty to maintain privacy to the interior of the dwelling. However, the provision of high blank walls at street level should be discouraged as a means of providing secluded private open space within the front street setback (if provided).

2.4 Built Form

Taller Built Form

Darebin is in transition from a predominantly suburban municipality to gaining pockets of inner urban densities and built form. In anticipation of this trend continuing, there is greater pressure to understand the implications of moving to a taller built form and adjust the planning scheme in response.

Taller buildings for residential or office use are usually characterised by a vertically proportioned building with a number of dwellings arranged around a central core. The vertical component usually sits on a podium of approximately 1 - 4 storeys which creates a street wall.

Drivers for this Type of Development

There are a number of factors which work collectively to drive development to take on a taller built form:

- Dealing with development and market pressures;
- Increasing land values and shortage of supply;
- Re-use of former industrial sites and the associated site contamination clean up costs;
- Construction costs;
- Economies of scale gained through more intensive development;
- Location advantages making selected places more desirable for redevelopment;
- Proximity to services and facilities, and promoting increased accessibility to public transport;
- Addressing declining local amenity;
- Managing the transitional nature of the corridors; and
- Considering urban design issues in order to carefully manage new development or redevelopment to a more intensive form.

Taller Buildings Along the Corridors

Within Darebin and especially along the St Georges Road and Plenty Road Corridors there are several locations where taller built form is already occurring.

This pattern of intensification resulting in taller built form is likely to continue and grow in the following locations:

- The emerging Oakover Village area;
- Medium to high rise on the edge of Preston Central Principal Activity Area;
- The Junction, as identified in the 2001 Junction Area Plan (as amended);
- Summerhill Village neighbourhood centre. There is currently a negotiated permit application for two towers approximately 16 and 10 storeys proposed for the site;
- Lancaster Gate neighbourhood centre, which will eventually integrate with the proposed La Trobe University town centre.

High Quality Urban Design and Architecture

To ensure the taller built form represents a positive change and is beneficial to each precinct, high quality urban design and architecture responses are needed. For the purposes of the Corridors and the Junction, high quality design consists of the following elements:

- Proportions and massing;
- Activation and surveillance;
- Sustainability;
- Internal amenity;
- External finishes;
- Architectural detailing;
- Access and movement; and
- Landscaping.

Exemplary Design Outcomes

Where the maximum allowable height is sought for a site that does not meet the required minimum lot width, exemplary design responses will assist in overcoming the site constraints that come with a narrow parcel.

A proposal displaying exemplary design is considered to have a greater degree of design resolution, and is of a quality that could be judged by peers in a design competition, or through design awards. For the purpose of the Corridors and the Junction, exemplary design will require a demonstration of best practice design and innovation.

Best practice design includes, but is not limited to:

- Environmentally Sustainable Design (ESD)
- Excellent amenity
- Integration with surrounding context.

Innovation includes, but is not limited to:

- Sustainable design and/or renewable energy
- Mixed tenure, affordable housing
- Innovative materials and construction methods.

Proportion and Massing

This element considers the arrangement of the volume and shape of buildings. The perception of bulk and mass is also drawn from the relationship to other buildings and spaces. Of particular interest is the size of different components and the details in relation to the size of a person. This is referred to as development that responds to the Human-Scale'.

This approach can be applied in all development responses, including unique locations that may warrant a building to stand out and create a landmark.

On busy streets with a road reserve width of 20 metres plus, there is the risk of creating a solid 'streetwall' via consecutive buildings, which is too dominating. At the lower levels of buildings in these types of conditions, a sense of enclosure and definition to the street edge can be provided with an appropriate scale and level of detailing that relates to human physical attributes and the pedestrian environnment. At the upper levels it is preferred that a taller slender form that is clearly separated from other buildings provides a better urban design outcome. It is important to retain some view through the urban built form to the sky to assist in orientation.

Internal amenity is important in individual apartments and any communal space within the development. Within larger development where there is a sizable community it is important to provide areas for social interaction between building residents.

Figure 17 - Taller built form
Mixed use development with canopy over footpath that also functions as solar panels. The ground floor is activated via shop windows with the long frontage being broken up via strong columns of brick (textured material with a warm colour). The ground floor is tied in with the upper level through the use of the same material and colour. Upper levels are lighter in colour and material, with the façade being articulated through windows, external shading devices and balcony openings. The corner is accentuated through balconies. The taller built form creates a sense of enclosure on the street.
Source: architectsajc.com (Nic Bailey)

2.4 Built Form

Building Heights and Composition

This Framework establishes a perfomance-based approach to the design and assessment of new buildings. It is therefore not an automatic assumption that the maximum building heights will be achieved on all sites. The starting point for any development is a site responsive design that achieves the setbacks from its boundaries as per the Design and Development Overlay requirements. The ultimate heights will be assessed in relation to all other aspects of the site and its surrounds.

Through analysis of numerous design assessments, the lot width is a key determing factor on the scale and intensity of development.

Building height needs to be considered in conjunction with the overall built form composition as a series of parts that together determine a successful urban design outcome. There are three key elements that contribute to the frontage presentation of a building:

- ***Podium (levels 1-4)*** - Within the 'human-scale' part of a building where a visual connection between people is possible.
- ***Ground level*** - Sits within the podium, and strongly influences the sense of activity and vibrancy.
- ***Building upper body (top 4-5 levels)*** - Determines the overall 'finish' and presentation in longer-range views.

On large sites where there is the potential for multiple building footprints, the following built form separation should be applied:

- Primary outlook to secondary outlook - 9 metres;
- Primary outlook to secondary restricted outlook - 6 metres;
- Secondary outlook to secondary outlook - 6 metres.

A discussion on Primary and Secondary Outlook is included in Chapter 2.5 (Sensitive Interfaces).

Podium Design and Use

The use of a tower and podium form will assist in creating a human-scale at street level. The 'stepping' of a setback between taller elements to the street or other boundaries will help reduce the differences in scale with the surrounding area.

The height of the podium or building facade on the street edge contributes to the feeling of openness for people using the street. While a sense of enclosure can be beneficial in wider streets, narrow streets can suffer from a 'canyon' effect created through built form extending up multiple storeys without relief or setbacks.

A continuous multi-storey wall on the northern side of streets will over-shadow the pedestrian environment. Taller built form in these locations may result in shadows being cast across the street and adjoining properties for extended periods. Road and lot orientation determines the extent to which overshadowing impacts the street edges, which needs to be considered where outdoor meeting places and high pedestrian traffic street environments would be significantly affected. A podium/tower form can be a useful response to maintaining amenity at the street level.

Figure 18 - *Mixed use development with a fine grain activated façade at pedestrian level, canopy over footpath for weather protection and sense of enclosure.*

Source: thepierkingston.com.au

- Car parking sleeved within the podium level should be designed in such a way to minimise any loss of habitable/activated frontages overlooking the public realm. See Chapter 2.8 - *Movement and Transport.*
- Street width to building height ratio can assist in determining the appropriate podium height ratio.
- The podium roof could be designed to allow communal outdoor space and activity for residents.

Ground Level Design

An active frontage condition has been identified as a requirement at selected nodes and in activity centres located along the Corridors. An active frontage contributes to the production of vibrant streets with a mix of uses that can typically take advantage of proximity to existing public transport and passing pedestrian traffic. This is generated by facilitating uses other than residential at the ground level. The importance of the public/private interface is increased as a result.

A high quality urban design response is essential to creating lively hubs and successful pedestrian environments. In these situations, the ground floor of buildings should be designed for flexibility to accommodate the potential for a mix of uses over time. These "commercially capable" ground floors directly accessed from the street can be adapted as required to create opportunities for local businesses such as small shops and home-based businesses to operate in these locations.

For residential (or potential mixed-use) developments, applying a taller ceiling height at the ground floor level will allow for commercial or other uses to be provided in the future. Short term adjustments can be made to conserve energy by dropping the ceiling height while the space is being used for residential purposes.

At ground level, the interaction of the following components needs to be addressed through the design response:

- Adaptability and flexibility of the ground floor space to accommodate a variety of layouts;
- Buildings with no front setback can contribute to the public realm through the inclusion of shallow indents to the building footprint – this should be in the context of CPTED principles;
- Recess glazing but maintain clear view lines;
- Provide the opportunity for urban landscaping;
- Deep soil to enable mature trees to be established and grow;
- Small setbacks can contain low scale landscaping where it is feasible that vegetation will grow over the longer term or if automatic watering systems can be put in place (it is unlikely that a high quality landscape can be maintained if reliant on a manual watering system);
- Avoid high solid front fences, and incorporate landscaping and interesting detail to fences;
- Stimulate active frontages and a dynamic condition via visible connection to building interiors as appropriate, or at least the perception of habitation;
- Street interfaces that provide visual interest, including greater level of detailing at lower levels, and depth/relief to facade surfaces;
- Commercial buildings to provide active frontage and avoid blank facades or obscured glazing;
- Residential buildings to provide a balance between active frontage considerations and internal privacy;
- Signage and building address identifiers should distinguish commercial from residential uses, allowing differentiation between private space and other uses;
- A street address for each use with demarcated entries, ensuring easy orientation into and out of buildings;
- Entrances to car parking facilities and storage areas should be inserted discretely into the streetscape; for non-residential uses, there should be direct access to service areas for storage and waste management.

Building Facade (Building Upper Body)

Particular attention to a building's front facade is important as it makes a significant contribution to the public realm. There is a fine balance between a design response exhibiting a fragmented outcome and one that demonstrates a clear relationship between the whole building form and the individual facade elements. It is difficult to achieve a richly detailed facade through variations to floor plan and floor plate of taller buildings alone. It should also be noted that taller buildings are intended to be viewed from all angles.

A fully integrated design approach, one that considers how all the individual components will interact, will deliver a richness of detail and architectural interest. There are a number of design strategies that will deliver a front facade that is visually interesting and makes a positive contribution to people's experience of public spaces. These strategies include the following:

- The use of modulation and articulation at a suitable scale, i.e. that can be seen from a distance, will assist in animating a building facade;
- Closer to the building, the location of elements that generate an interplay of light and shadow will contribute to the visual interest;
- Moveable elements incorporated into the facade can add a dynamic quality to the streetscape;
- The use of patterned or textured materials can be applied to the facade to add to the grain of the building;
- At the primary frontage, a fine-grained approach will include appropriate horizontal emphasis of floor levels combined with vertical divisions to break up the length of the facade at ground level;
- Homogeneous facades resulting from glass or use of 'flat' materials are strongly discouraged;
- Variation in the design of balconies can contribute to the visual interest of a building;
- Depth of window ledges, rebates (both horizontal and vertical) and materials have a role to play in achieving a visually stimulating form;
- The design of window openings and doorways should be articulated with a vertical proportion, and where a horizontal opening is used, a vertical emphasis can be expressed through framing or the use of a lighter-coloured material;
- Breaking up the building facade with elements that are recessive or protrude will help mitigate unwanted wind effects;
- Overly complicated or incongruous geometric forms, if done poorly, can have a detrimental impact to the public realm which should be avoided;
- Development facades facing public spaces and internal passage ways should be activated via passive surveillance;

Figure 19 - Facade dynamic
Horizontal differentiation creating a human-scale with balconies wrapping around corners tying facades together; movable timber screens soften the façade, create interest and achieve external shading; walls are constructed of brick to ensure visible walls are also softened via texture and colour.
Source: xxcveeerd.blogspot.com.au

- Facades of new development should be modulated by porticos, balconies, verandahs, sun shade devices and the like;
- Design and building materials used should be low maintenance, durable and of a high quality, and minimise the potential for graffiti;
- Where blank walls to upper levels of buildings are unavoidable, they should be treated to reduce their visual impact. Consider the potential for large-scale public art installations as a temporary treatment if the adjoining property is unlikely to be redeveloped in the short- to mid-term;
- Facade finishes to be high quality, long lasting, low maintenance, with interest not overly reliant on a mix of finishes and colours.

The rear facade of a building will be viewed by neighbouring properties. There is a risk of large areas of bland wall space and repetitive balcony layouts forming a monotonous visual appearance. Design of the rear interface should give consideration to the visual impact on the character of adjoining land. Especially where a spacious suburban garden character is evident in GRZ or NRZ areas.

Cumulative Effect of Development

A similar built form typology repeated along the Corridors risks producing a cumulative adverse effect. A diversity of design responses in terms of height, setbacks and visual appearance is the desired outcome.

A balance is sought between maximising yield and providing good amenity for existing and future dwellings. Where possible, the design response should seek to minimise the cumulative impact of the replication of poor amenity along a Corridor.

The cumulative effect of taller development along the Corridors over time needs to achieve high quality design outcomes. In effect, this Framework attempts to ensure a level of consistency in regards to the streetscape, sensitive interfaces and amenity conditions as areas are in transition.

The relationship of adjoining development sites that are also identified for Substantial Change, should be such that the development of one site does not reduce the potential of another site. The opportunity to achieve the required high quality design outcomes, especially regarding provision of high quality internal amenity and passive design, should be preserved in the design response.

As the Corridors develop, each individual design response needs to take the potential future conditions on adjoining sites either side into account. For instance, just because land adjacent to a side boundary of a development site is currently of low scale it should not be assumed this will remain so forever.

While the entry/egress point for an individual site may meet the requirements, the cumulative impact of large expanses taken up by multiple adjoining developments can lead to a poor public realm and experience for pedestrians.

Figure 20 - Material and colour choices
Distinctive residential facade design with stronger articulation that is softened by warm material and colour of timber. Without the right choice of material and colour, facades can create a harsh and unfriendly environment towards the public realm.
Source: www.buildingbutler.com

2.5 Sensitive Interfaces

Introduction

Submissions received in response to recent planning permit applications have raised a number of issues that are pertinent in the consideration of a design response and development controls. These submissions are largely from residents in the side streets adjoining strategic corridors where the flow-on impacts of proposed developments raise the greatest concerns. The property boundary between the new development or laneway and existing residential has been identified as a 'sensitive interface'. In some cases this includes properties that directly abut properties that front Plenty Road and St Georges Road and in other circumstances there may be a laneway that separates the two properties. These established residential areas adjoining substantial change areas along the corridor have been identified as a secondary focus within the Urban Design Framework.

In the future, a greater prevalence of sensitive interface conditions will occur as residential and mixed use development along strategic corridors intensifies, and density of activity and people increases. Amenity expectations between uses in Business or Mixed Use Zones (C1Z or MUZ) will be different from that experienced along side streets to major arterial corridors, which are predominantly residential.

Description

A sensitive interface is created where there is a substantial change in use, zone or built form such as:

- residential to business; or
- residential to intensive residential; or
- residential to mixed use.

This change generally occurs at the rear lot boundary with a residential use that has an area of private open space, creating the potential for the adverse impact of visual bulk. This may also occur where there is a change in uses and built form across a street, but this condition is not applicable along a strategic corridor where there is a wider road reserve. It may however, be relevant on quieter secondary residential streets. This condition exists in places where residential uses are facing industrial or business zoned uses.

This condition is further amplified where the new development is located on the north side of the road and the shadow cast will extend beyond the road reserve width. It is important to consider the level of amenity existing within the front setback (gardens vs car parking space) of the lower scale residential use. This is the case along Dundas Street at the Junction and across Oakover Road in Precinct 7, where low scale existing residential uses could potentially face multi-storey development across the road to the north.

Physical Conditions

The site orientation, layout and topography are considered in determining the appropriate built form envelope and in how to assess the impact of proposed development on adjoining properties. There are four conditions which occur along the Corridors where a sensitive interface is created at the rear of new development as follows:

- The adjoining residential property has a frontage to a street parallel to St Georges Road or Plenty Road and is separated from the new development by a rear laneway;
- The adjoining residential property has a frontage to a street parallel to St Georges Road or Plenty Road, directly abutting the new development property and can be summarised as a rear to rear condition;
- The adjoining residential property has a frontage to a side street perpendicular to St Georges Road or Plenty Road and directly abuts the new development property rear boundary;
- The adjoining residential property has a frontage to a side street perpendicular to St Georges Road or Plenty Road and is separated by a laneway that abuts the new development property rear boundary.

In addition, a sensitive interface condition is created on a side boundary of a new development where there is a different use of built form directly adjacent and fronting either St Georges Road or Plenty Road.

Managing Sensitive Interfaces

In general, sensitive interfaces can be managed through ensuring:

- increasing the setback or stepping the development towards the front to increase the separation and reduce the visual bulk;
- the majority of overshadowing is contained within the road reserve;
- limiting the podium or 'street wall' to 2-3 storeys (including a higher ground floor ceiling height) and setting back the upper levels of the building to reduce overshadowing and visual impact on front or rear gardens to the south of proposed development sites;
- where uses change across the road, the ground level facade is appropriately detailed to provide visual interest, signage to respect the amenity, no flashing lights, etc.

Sensitive Interface Issues (Overlooking and Overshadowing)

Adjoining neighbours often express concern about the bulk and mass of new multi-storey developments currently being proposed. Despite extended views at upper levels being preferred, there is still a strong perception of overlooking from upper level apartments and balconies. The visual bulk and mass of proposed development when viewed from lower scale adjoining properties is considered intrusive. This issue is more prominent on sites situated to the south of new development proposals and where the new development has a higher ground level.

There are a number of elements that can be managed to reduce the impact of overshadowing and the perception of overlooking such as:

- establishing a setback range for the bulk and mass from sensitive interfaces to provide a greater degree of built form and activity separation;
- if a suitable setback cannot be achieved then more emphasis is required on the level of screening designed to restrict particular view lines, which may assist in reducing overlooking; and
- intensive planting along the development property boundary to create a buffer area.

Detailed design strategies that respond to this issue are included later in this section.

2.5 Sensitive Interfaces

Setbacks

These setback guidelines have been established through several generations of Strategic documents and urban design studies. Continual updating and refinement of these controls highlights that there is no ideal fit and that each application should be assessed in a local context. The challenge is in managing the real and perceived impact of new development on surrounding properties in areas experiencing significant change and are in transition to a taller built form.

These setback guidelines have been tested and adjusted in response to recent development proposals received by Council. The aim is to provide a built form envelope that balances managing the intrusion of bulk and mass of new development with the need to produce an efficient built form yield. Given the variety of contributing factors the built form envelope cannot be used as the only design assessment criteria. It is not intended that this tool be used in isolation, as there are a number of other matters that need to be given consideration.

Identifying Appropriate Rear Setback Controls

The main design tool used to manage the design response at the Sensitive Interface is a rear setback envelope. In Clause 55, the combination of the ResCode controls of B7 and B17 could allow 4-storey developments close to a rear boundary Sensitive Interface.

This Framework establishes a rear building envelope that minimises the unreasonable visual bulk when viewed from adjoining property.

In activity centres, it is expected that a certain amount of bulk will be visible in areas that are in transition to a taller built form, particularly from adjoining properties. It is suggested that development above 10m will be visible to someone standing at the rear wall of the house on an adjoining residential property whose rear boundary abuts the site or the laneway behind it.

Envelope components

Sensitive interface measuring point:

- The envelope is calculated by projecting a 30^0 angle from a height of 3m at the boundary of the adjoining property boundary regardless of an existing lane.

Height of measuring point:

- This height is selected as it represents the height of a wall built on the boundary by the adjoining property. This is the point at which the sensitive interface should be measured. This allows the envelope to be applied more consistently.

Angle of envelope:

- At the upper levels (above the first floor), the building must fit within an envelope created at either a 30^0 or 45^0 angle. The angle is measured perpendicular to the adjoining residential sites boundary from the point 3m above natural ground level.
- On balconies where privacy screening is required, it can protrude into the rear setback envelope by up to 1m. This is intended to facilitate larger secluded open spaces at the upper levels.
- Balconies or terraces that form part of the building's structure via side walls or with a solid fixed roof must not exceed the envelope.

Offset from rear boundary distance:

- At ground level, the building wall should be set back a minimum of 3m from the rear boundary. This distance includes locations where there is a laneway separating the two properties.
- At the first floor level, the building wall should be set back a minimum of 5.5m from the rear boundary. This allows an increased balcony depth and reduces the impact of direct overlooking into adjoining backyards.

Each of these components is used to manage a different part of the rear of a multi-storey building and as such has several variations creating a myriad of permutations and often leading to ever greater levels of complexity.

The approach taken in this Framework has been to settle on two distinct envelopes, each intended to facilitate a different outcome. The intention of an alternate envelope (30^0) to the more widely used 45^0 envelope (used for High Street) is to take account of the different land use conditions along the Corridors. The priority remains to manage off-site impacts generated at Sensitive Interfaces with established residential areas. The two rear setback envelopes to be applied along the Corridors are as follows:

- The 45^0 envelope has been used previously along the High Street Spine and is a well understood tool in a corridor; and
- A second envelope condition using a 30^0 envelope that is more sympathetic to the surrounding low scale residential uses has been developed. This was required to manage the off-site impact and to balance the cumulative effects of intensification resulting in buildings over 4-storeys in height.

30° Built Form Rear Envelope

Of particular interest is the application of the 30° building envelope to assess how best to manage off-site impacts along Sensitive Interfaces. This envelope is most restrictive on the amount of built form at the rear of new development sites. This envelope maximises the built form setback from the rear boundary, having the effect of pushing development to the front of the property. In general, the proposed development bulk is directed towards the front of the property away from the identified Sensitive Interface by creating a greater built form separation distance. This increase in built form separation is important for adjoining properties where there may be a Heritage Overlay or where the new development will have a greater impact due to a sloping site.

This envelope generates a tiered affect which increases the opportunity for a greater depth of rear-facing balconies.

Where an existing lane fits within this envelope it contributes to the overall separation distance. By taking this approach it allows the envelope to be applied more consistently. At the first level the setback is determined by fitting the rear wall in the projection, which will generate a setback of separation distance from the Sensitive Interface boundary. There may be exceptions where the built form protrudes through the envelope which would be assessed on an individual site basis.

Gradient

Topography is addressed where relevant in each precinct insofar as rear setback envelopes are concerned. The 30^0 or 45^0 setbacks are applied differently where there are notable topographical differences between corridor land and the residential hinterland.

In locations where the sensitive interface is lower than the proposed development the bulk and mass of a building is exaggerated by the gradient. To offset this impact a 30^0 envelope is suggested as this provides a greater built form separation from the sensitive interface.

Side or Rear Lanes

It is not considered necessary that the same level of built form separation be applied to residential properties whose side boundaries abut a development. The side orientation of residential properties are unlikely to have a primary outloks to the side boundary. Therefore, it is not reasonable for their occupants to have the same expectations with respect to the managemnet of visual bulk.

Where there is a laneway separating existing and new development there are additional design considerations. A laneway creates additional space between building footprints or activities and can contribute to maintaining existing levels of amenity. The use of a rear laneway for access to a new development may generate a significant increase in noise for adjoining neighbours.

Examples of Rear Setback Envelopes Responding to Different Contexts

Figure 21 - ResCode B17 Envelope Comparison

The B17 rear setback allows development on the rear boundary which has a direct impact on the adjoining property. Applied as a discretionary control, the development proposal can protrude through this envelope, triggering the need for aditional screening within 9 metres of the adjoining dwelling.

The impact of the 30^0 rear envelope is an increased separation in built form from the residential boundary and reduced visual bulk.

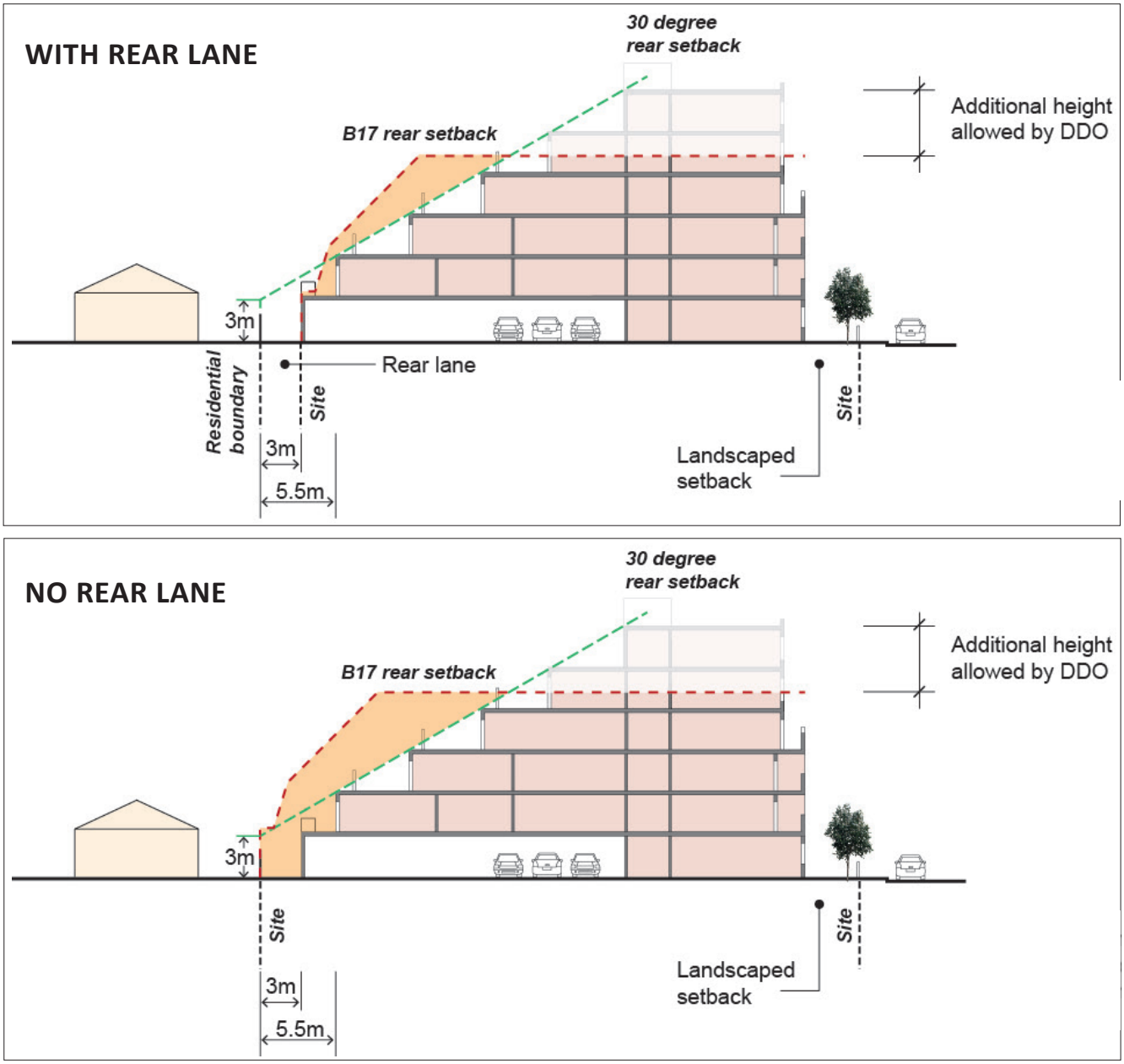


Figure 22 - Indicative Building Envelope, Context A:
Side interface to the rear of new development, rear laneway, gradient, 30⁰ rear setback

The reduced impact of new development is assisted through using the gradient to mask some of the building bulk as well as the 30⁰ rear setback to increase built form separation.

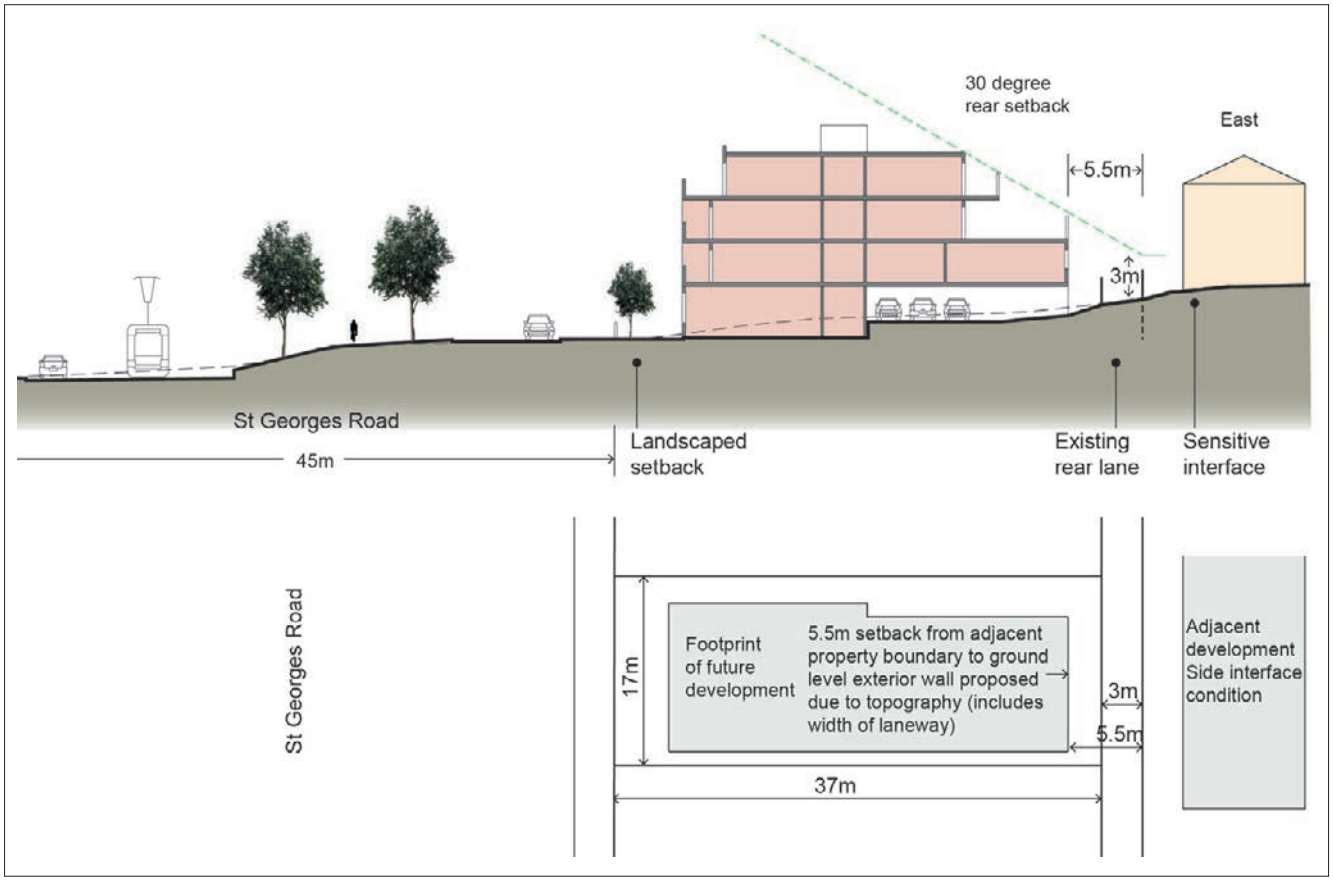


Figure 23 - **Indicative Building Envelope, Context B:**
Side interface to the rear of new development, no rear laneway, 30⁰ rear setback

The envelope is calculated by projecting a 30⁰ angle perpendicular from a height of 3 metres at the property boundary of the site to the rear of the development site (regardless of the existence of a rear laneway). 3 metres was selected as it represents the height of a wall built on the boundary. This approach ensures consistent application of the envelope - for example, even where a rear laneway exists, the 30⁰ angle would still be taken from the property boundary of the residential hinterland site, which is not always the same as the rear boundary of the development site.

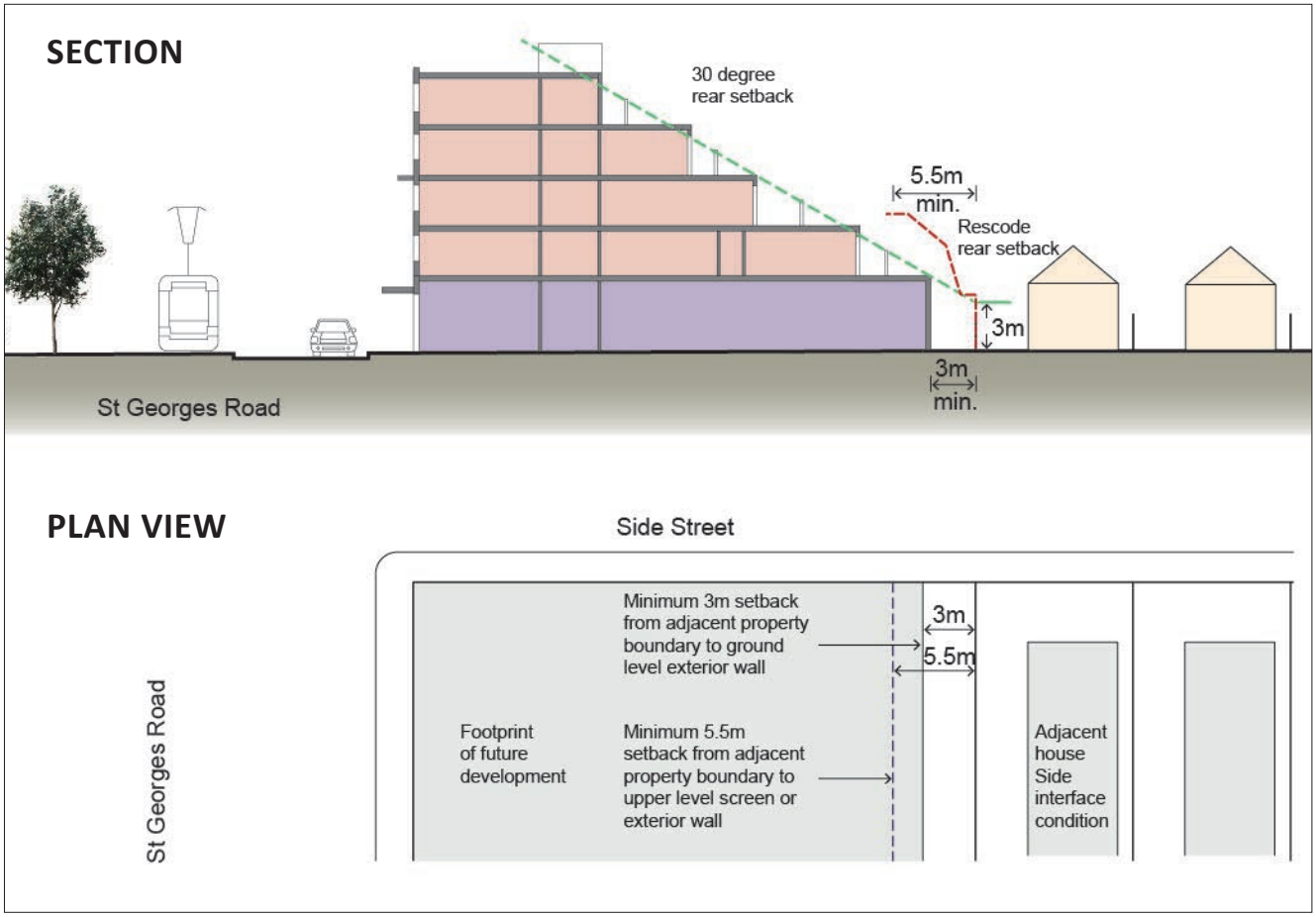


Figure 24 - Indicative Building Envelope, Context C:
Private open space to the rear of new development, rear laneway, 30⁰ rear setback

In Context C, the proposed development is influenced by a 30⁰ rear envelope measured from the Sensitive Interface with the residential use where there is separation via a laneway. This section shows the adjoining residential rear boundary and main private open space area abutting the laneway. Even though the laneway provides some separation benefit, this configuration will still have an adverse impact on the adjoining residential property. Rather than relying only on screening to address this issue, a 30⁰ rear envelope is suggested to increase built form separation.

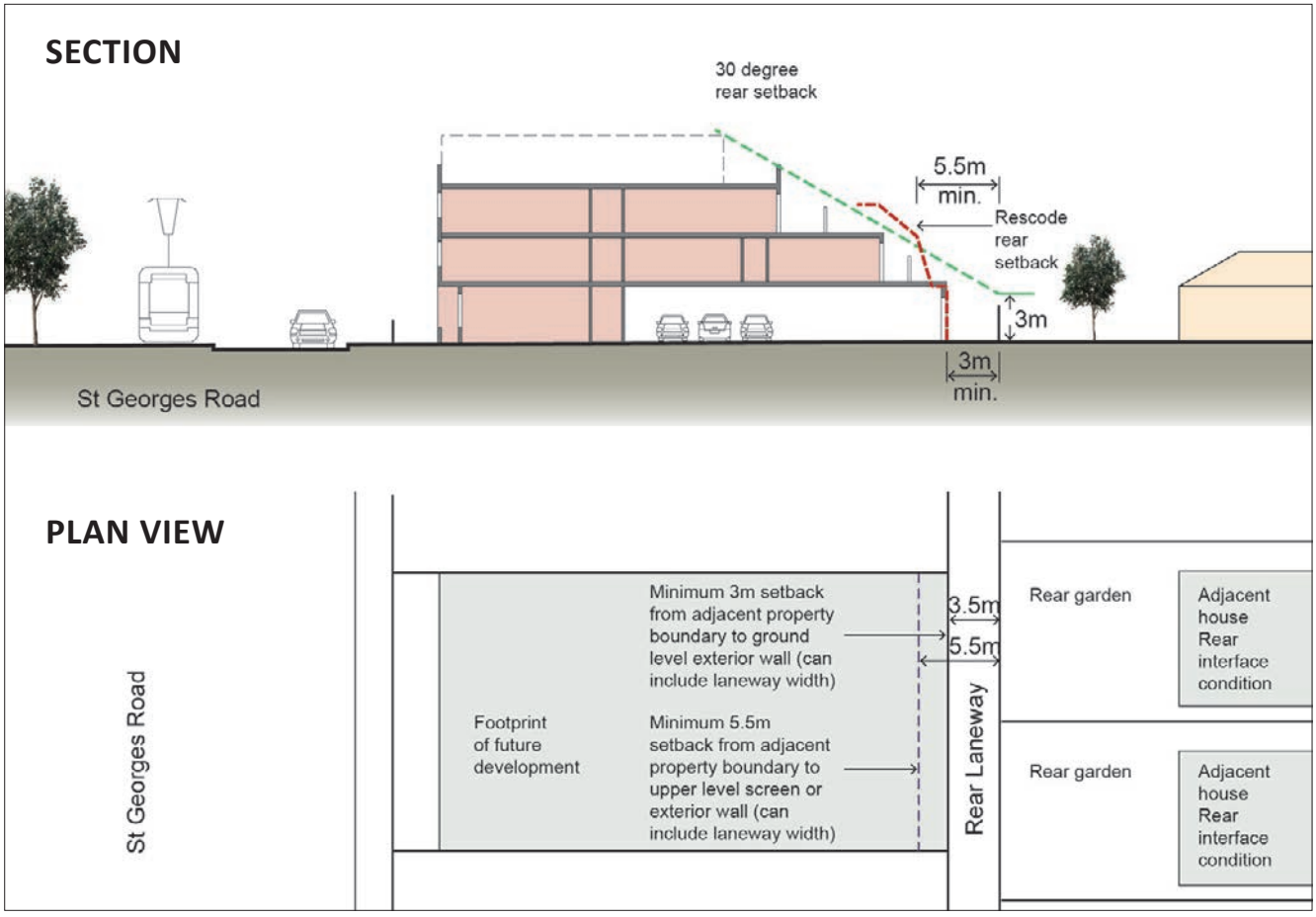


Figure 25 - Indicative Building Envelope, Context D:
Side interface to the rear of new development, rear laneway, 30⁰ rear setback

This section shows the adjoining residential property faces a side street and the side of the property abuts the lane. The presence of a rear lane allows the proposed development to build on the boundary and retain some separation at ground level.

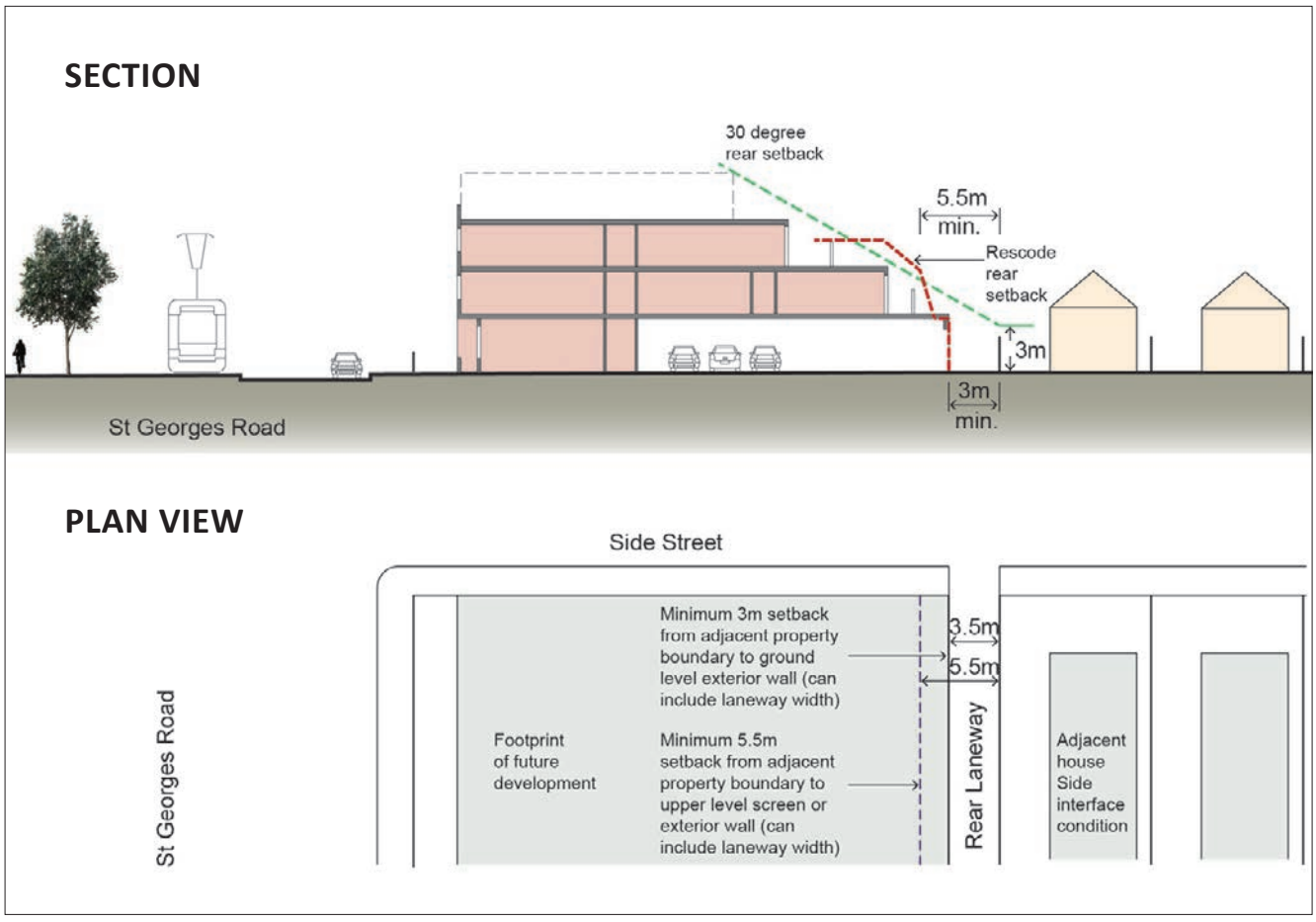


Figure 26 - Indicative Building Envelope, Context E:
Side interface to the rear of new development, no rear laneway, 45⁰ rear setback

The benefit of further separation away from the Sensitive Interface at the lower levels delivered by the 45⁰ rear setback.

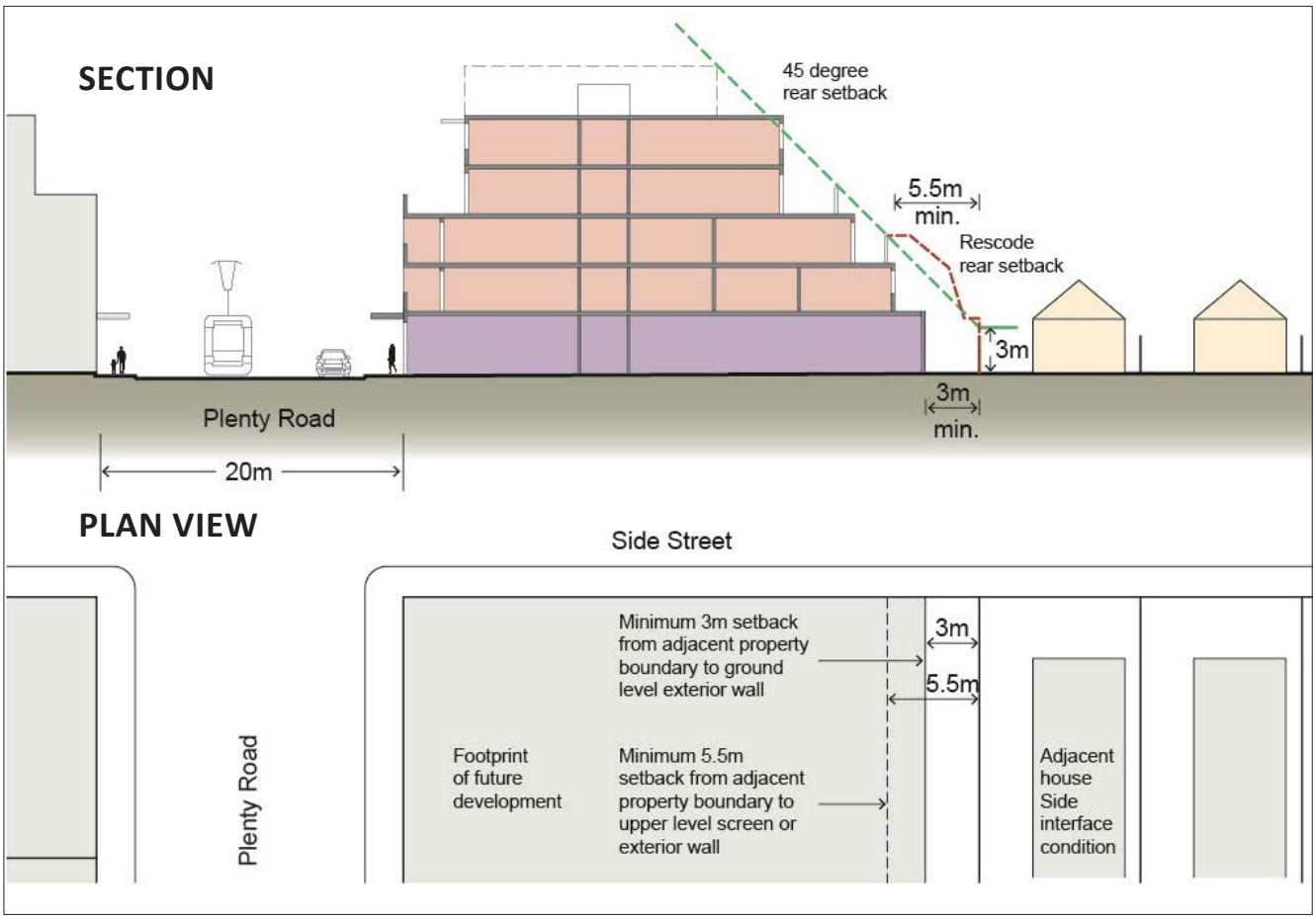
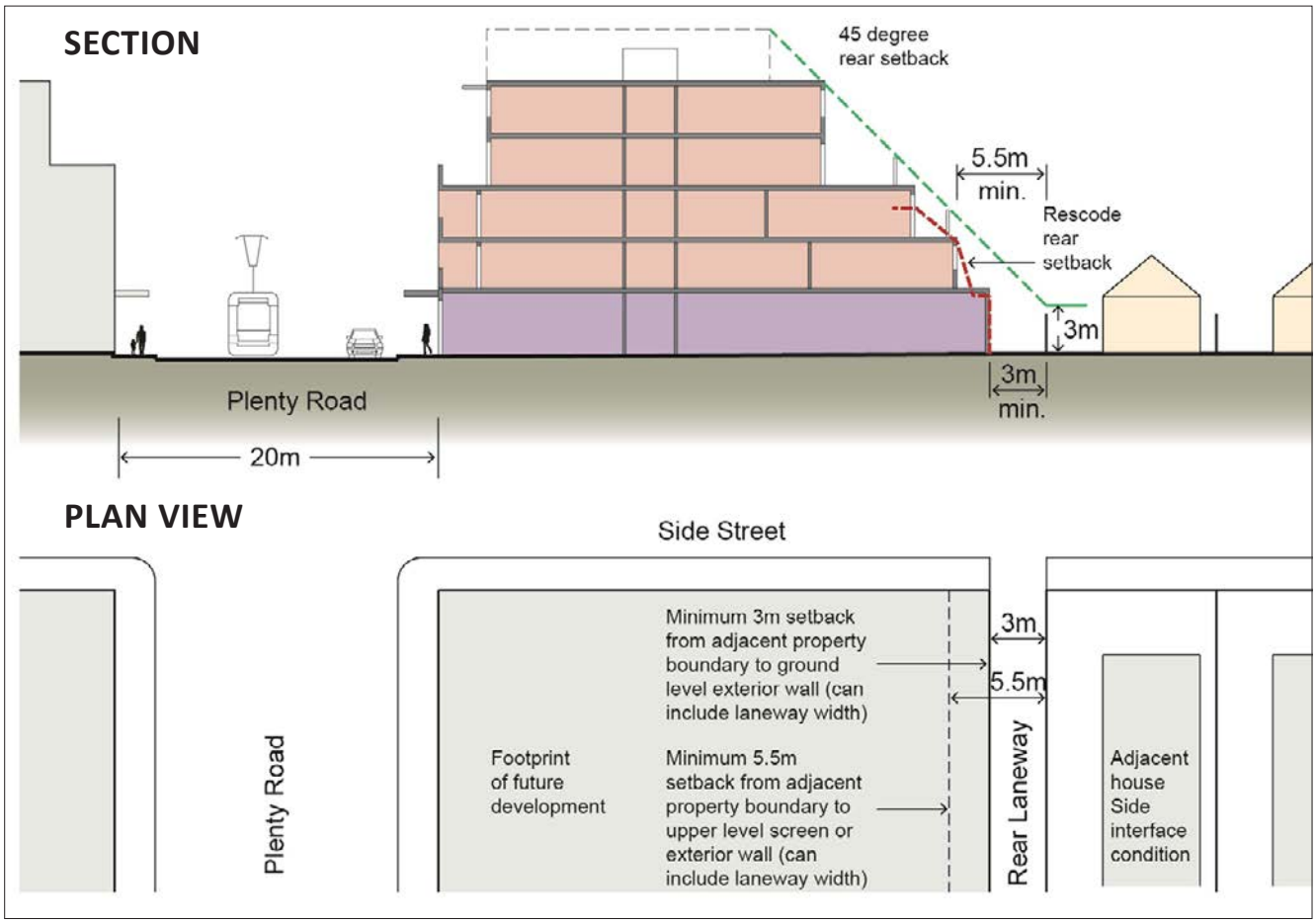


Figure 27 - Indicative Building Envelope, Context F:
Side interface to the rear of new development, rear laneway, 45⁰ rear setback

This section emphasises the certainty a 45⁰ rear setback delivers in combination with the first floor 5.5m setback where a laneway exists. As B17 in ResCode is discretionary, the likely built form outcome under ResCode would be a first and often second floor that are built on the boundary.



Front Setbacks

The front setback of buildings with non-residential uses at ground level will influence the quality of the active frontage. The setback of buildings from the street edge affects how uses relate to the pedestrian environment. Within Commerical and Mixed Use zoned land along the Corridors and in Activity Centres the majority of buildings are built to the front boundary. These buildings often include a verandah or fixed structure protruding from the front facade and present a two storey facade (contributing to the street wall effect) to the main street.

These older style buildings had a higher ceiling height which means a traditional 2 storey facade is closer in height to a modern 3 storey dimension. New development within these areas should maintain a similar condition to reinforce this feature and provide a consistent street wall. A street wall will generally be up to 14m in height, including the parapet and may extend higher at corner sites, to create an interesting skyline.

In other parts of both Corridors the setback is more varied as a result of the mix of former industrial uses and buildings and in some cases residential uses.

Assessing the need for a front setback at the upper levels depends on several factors, including the following:

- Road reserve width;
- Adjoining land uses;
- Distance of continuous street wall existing;
- Creating a distinction between heritage facades and new built form;
- Creating a usable space within the upper level setback;
- The opportunity for creating shared communal outdoor spaces;

Above the street wall a setback of the upper levels is suggested as a means of visually separating them from the facade below. This setback should be sufficient to provide a usable space behind the parapet.

On the corner with side streets and laneway corners the building should be splayed at ground level to increase sightlines and reduce blind spots.

Front Setbacks in Residential Zones

Outside the Commercial and Mixed Use zones or Centres a different setback condition exists and new development needs to take this into consideration. Buildings should have a modest setback from the street frontage, whilst providing good physical and usual engagement with the street. Presentation or enhancement of front garden space will enable canopy trees within front setbacks. In the northern parts of the corridors there are stretches of street edges lined by standalone houses set behind established gardens. These gardens are an intrinsic part of the local character and should be maintained and enhanced through additional planting in the public realm. This condition provides a green edge to the corridor which should continue to be reflected in the design of new developments.

Corner Lots

Where new development is located on a corner with a side street one needs to consider the use of setbacks to provide a transition. These side streets are generally servicing a local residential area with much smaller scale development. In thse situations the character of corner lot development should be considered in relation to the side street interface as well as the corridor. A reduced front setback to the corridor is considered appropriate on corner sites depending on its solar orientation to push the bulk of the development towards the street and away from sensitive interfaces. It is anticipated that the transition of built form along the side street (whether it is a frontage or not) will occur through a stepping in built form height rather than matching the setback distance of the houses along the side street.

The built form controls should make provision for a transition in scale on the side street frontage that responds to the character of the housing on the adjoining site. This distinction is in recognition of the often narrow lots fronting the main street and as a clear distinction of this type of development not continuing along the side street unless it forms part of a Strategic Corridor.

2.5 Sensitive Interfaces

Side Setbacks

Poor amenity outcomes of higher density residential development often relate to the need to screen windows and balconies, in order to avoid overlooking adjacent habitable room windows and areas of private open space. This is exacerbated where dwellings face onto side boundaries with primary outlooks over adjacent lots that then require substantial amounts of screening. Dwellings should be orientated towards the front and rear lot boundaries, minimising primary outlooks that face onto side boundaries. Good internal amenity should be promoted with dwelling layouts that ensure direct daylight access to all habitable rooms. Side interface arrangements should also consider the future development of adjacent lots, in terms of their development potential and its likely form.

Primary and Secondary Outlook

To support better design outcomes a clear distinction has been made between the different outlook types related to apartment buildings.

A Primary Outlook is generally from private open space or habitable room windows and includes a view either within or beyond the site. A Secondary Outlook comes from habitable room windows which are relied upon less for amenity and views. There is also a Secondary Restricted Outlook that prevents direct or downward view while allowing limited upwards view and some daylight penetration above 1.7 metres only.

Development should be designed to create primary outlooks towards the front and rear of sites, not towards the side boundaries. Proposed developments on deep allotments should be separated mid-block to achieve this condition. If a site is not wide or deep enough for mid-block separation and a light well is required, they must provide a base wide enough (and preferably increasing in width at upper levels) so direct daylight access is guaranteed even if adjoining sites are developed. A second development next to the existing light well or building separation can then mirror the existing light court and provide equity of light access across multiple developments.

To ensure adequate built form separation whether between new and existing development or within new development (e.g. within a lot), the following outlook conditions should be created:

- Primary Outlook to Secondary Outlook: 9 metres
- Primary Outlook to Secondary Restricted Outlook: 6 metres
- Secondary Outlook to Secondary Outlook: 6 metres.

Where dwelling facades bound private outdoor areas of other dwellings, methods of minimising visual intrusion and noise transmission are to be provided.

Side setbacks may be necessary to ensure that new development does not unreasonably reduce access to sunlight and the visual amenity of adjoining properties. Generally, where primary outlook of an apartment is facing to a side boundary if this cannot be avoided via best practice internal layout, a greater side setback will be required to provide adequate amenity, especially where that primary outlook is facing south. A side facing secondary outlook has a different amenity need.

In Commercial and Mixed Use zones, at ground level it is preferred that buildings be built boundary to boundary. Behind the front portion of a building, side setbacks at ground level and/or for upper levels may be required to provide a high level of direct daylight access to new dwellings (without relying on neighbouring airspace) and to reduce the amenity impacts on existing development.

These conditions will be altered depending on the solar orientation of the site. Consideration should be given to taking advantage of northern aspect and facilitating direct sunlight access to interior spaces.

Balconies

Balconies are an important part of creating a high quality internal amenity for apartments. Affording direct outlook, direct and unobstructed light access and skyviews, apartment balconies need to come in many different configurations. However, the function of the balcony space may be constrained at the upper levels where wind exposure is more prominent. This is traded-off as developments increase in height and greater amenity value is derived from distant views and roofscapes becoming points of interest rather than downward views to adjoining neighbours.

The size and minimum dimensions, means of access, solar orientation and finishes of balconies can affect how it is used. Often the balcony space becomes a default storage area due to lack of space within the apartment.

The dimensions of balconies have been prescribed in various codes as this space is often compromised to meet external requirements, such as solid screening of up to 1.7 metres. It is important that balconies have usable dimensions and be a reasonable size to accommodate some activity. For intensification to be successful the internal amenity of new development needs to be of high quality. This means avoiding limited outlooks, limited light access and having slim, elongated outdoor spaces that are often shared with airconditioning units and the like.

Screening

Screening is used to address the impact from balconies that have outward view and are near adjoining property boundaries. The first design response should be to replace or orient balconies in a way that avoid the need for screening. However, this is not always possible and detailed thought for the integration of screens is necessary.

Within the first five levels of new development that is adjacent to the rear boundary Sensitive Interface, the placement and design of screening to private open space is a priority. Assessing new development proposals requires a balancing of the existing amenity for adjoining properties and the internal amenity of the apartment gained from access to sunlight, natural ventilation and visual aspect. Standard screening to windows can also lead to poor internal amenity outcomes. Building massing and responsive internal layouts should be used to limit overlooking and minimise the need for this type of screening.

There are generally two conditions for the design of balconies:

- Projecting from the building proper; and
- Incorporated into the building structure, acting as the facade.

Projecting Balconies

This type of balcony design often has a greater proportion of the area open to the sky, and are screened using a balustrade. This has the advantage of being a light-weight structure and can be effectively used to reduce the visual bulk of the building. As such, balustrades and privacy screens surrounding private courtyards should be integrated through the design response as part of the overall facade composition of new development.

As balconies are a prominent visual feature, further consideration of materials used is essential. The use of contrasting materials that have a warm colouring and rich texture will contribute to the feel as well.

Incorporated Balconies

Balconies that are incorporated into the structure of the building have an enclosed feel and should use light weight screens or balustrading responses for only part of the area to reduce the overall impact. Where there is some private open space or balconies directed to the rear boundary, these must be screened in a way that prevents direct overlooking. Screening that enables outlook horizontally and avoids downward views into existing dwellings and private open spaces is recommended. This can be achieved through the use of:

- louvers set at specific angles to direct views;
- operable or fixed horizontal louvers; or
- planter boxes along the outer edges.

The use of obscure glass screens that are 1.7m or higher can be used in selected circumstances, but should generally be avoided as this approach reduces the amenity for the apartment inhabitants greatly. Careful consideration should be given to the design responses for these types of balconies, as screening can become heavy in appearance and add to the visual bulk of the overall development.

Landscaped Buffers

In residential zones consider the provision of a landscaping buffer that can support deep root planting. Taking opportunities to include tall trees along a boundary to act as a screen to adjacent properties is a softer response to using solid screens which form barriers above the conventional fence line height.

Figure 28 - **Screening - Projecting Balconies**

The diagram shows rear balconies which are partially open to the sky area and screened through the use horizontally deep planter boxes, sometimes including a stretched edge angled upwards. This technique allows views out in a horizontal direction but restricts views downwards into neighbouring private open space. For this technique to be effective in the long term, regular maintenance of landscaping elements and drainage management is necessary. It should be noted that these balconies are stacked vertically and do not conform to the suggested 30° or 45° rear setback controls.

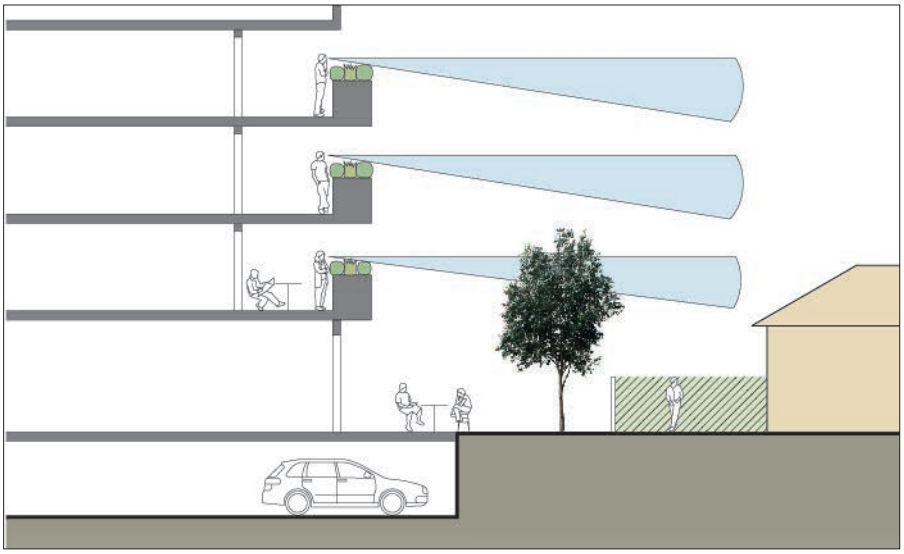
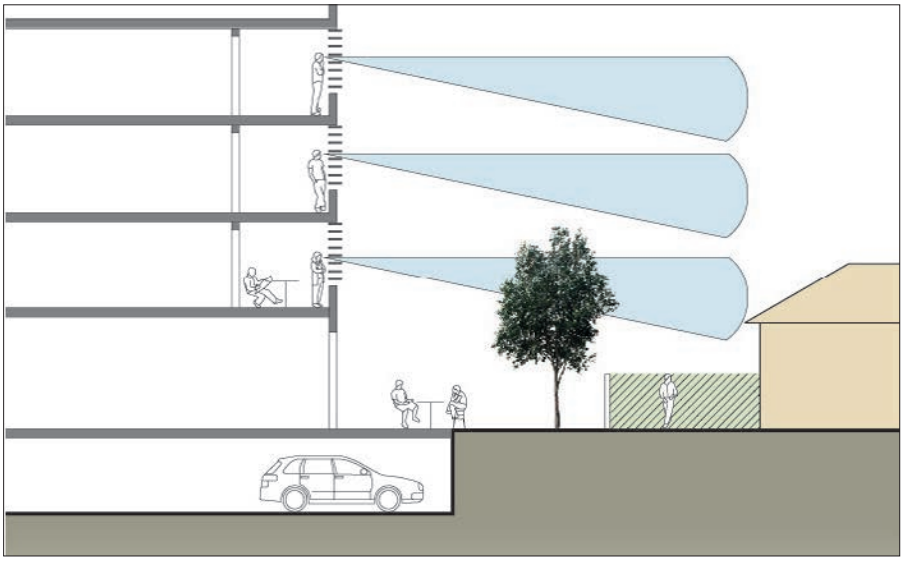


Figure 29 - **Screening - Incorporated Balconies**

The diagram shows rear balconies incorporated into the building structure (forming the facade) which are screened through the use of horizontal louvers. This technique allows views out in a horizontal direction but restricts views downwards into neighbouring private open space. It should be noted that these balconies are stacked vertically and do not conform to the suggested 30° or 45° rear setback controls.



2.6 Amenity

Amenity

Given the increase in usage of the Corridors, the amenity experienced by properties fronting them will change. As the precincts urbanise, the expectations of a quiet suburban neighbourhood will not be supported. In fact, in and adjoining Activity Centres, and in mixed use and commercial areas, the amenity will come from vibrant and lively streetscapes.

New taller buildings should not compromise the private amenity which is currently enjoyed by residents of the existing multi-storey apartment buildings in the area.

In assessing the impact of new development on adjoining property amenity it is important to clarify the existing level of amenity experienced and whether there are any other factors that may contribute to its decline which are beyond the scope of planning scheme or design controls.

Zoning Interface

Where an interface between a higher activity and lower activity zone exist (e.g. between a C1Z or MUZ and RGZ), it is understood that the amenity expectation of the lower acvtivity zone is tempered at this interface (e.g. see VCAT Order P1290/2014). The level amentiy expectation is lower for this interface. Encouraging a front and rear facing primary outlook, guiding the bulk of the building towards the frontage, creating mid-lot separation on longer sites or providing upper floor setbacks and larger light courts that widen towards the top of the building all assist in lowering potential conflict and ensuring a reasonable level of amenity is retained.

On-Site Amenity

Block patterns and lot configuration means that not all apartments have equal access to direct sunlight. In many developments, a percentage of the units will rely on a southern aspect as the main source of daylight. In addition the concept of 'borrowed' light comes from the desire to maximise development yield where there is limited ability to provide direct access to sunlight in habitable rooms.

As the size and bulk of built form increases, the solar orientation within a site becomes more important. Good urban design principles suggest that living areas of a dwelling be placed to take advantage of northern light. Increased building height means there is also the potential for overshadowing within the site, reducing access to direct sunlight at lower levels especially for apartments with only a southern orientation. This increases the reliance on artificial light throughout the daytime as well as at night. This greater use of energy for lighting often negates the possible savings gained from apartment-style living.

Internal Amenity

The level of internal amenity experienced in an apartment is determined by a number of elements working collectively. The layout of rooms, circulation space and locations of windows all contribute to the internal function and comfort for residents.

The following poor design outcomes will result in a diminished amount of resident satisfaction:

- Room shapes and reduced room sizes that are not fit for their intended use;
- Poor connections and circulation within apartments;
- Noise transfer between apartments and shared circulation space;
- Limited or no daylight penetration;
- Not enough space for adequate storage;
- Toilets that open up onto kitchens/dining/living spaces;
- Deep apartments that require continual artificial light.

Well-designed apartments provide a high quality of amenity for residents and neighbours. Achieving a good amenity outcome contributes to the wellbeing of residents and creates a positive living environment.

Good amenity is delivered through the following:

- Appropriate room dimensions and shapes;
- Access to unobstructed sunlight for habitable and non-habitable rooms;

- Natural ventilation capacity for dwellings, especially those with only a single aspect;
- Access to outlooks;
- Providing visual and acoustic privacy;
- Adequate storage;
- Indoor and outdoor spaces;
- Efficient layouts, circulation space and service areas; and
- Ease of access and use for all age groups and abilities.

Measures to provide a high level of environmental sustainability in new developments will also lead to good amenity outcomes, including the following:

- Minimisation of south-facing habitable rooms;
- Use of external shading devices.

Light Wells

Amenity derived from internal or recessed light wells in multi-storey developments is very important for apartments situated on the lower levels. The design of light wells that run the full height of a mulit-storey development need to be dimensioned in such a way that a high amount of light is received at the lower levels especially those taking indirect light facing south.

Light wells can also be a source of natural ventilation. In these cases where vents or windows are opening onto a light well, additional measures will be necessary to manage noise reverberation.

In urban situations where multi-storey development may be built to the boundary on adjacent lots, adequate building separation or recessed elements are necessary. Light wells that are set back from the property boundary or are recessed from the exterior wall should be a minimum of 3m x 3m and splayed to a wider dimension at the upper levels.

Providing a standard light well of small dimensions would be an inadequate design response. If the site adjoining such a light well develops, borrowed light conditions would effectively be created due to the standard light well dimensions. This would lead to poor internal amenity outcomes and increase energy consumption for occupiers.

Infrastructure

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.

Communal Spaces and Facilities

- The provision of informal and formal communal spaces are important to provide the opportunity for community, groups of people to meet and to accommodate a variety of activities. In some cases these facilities have taken the form of a gym, pool or community room but can also include lobbies and entry foyers.
- External spaces such as gardens, pathways or landscaped spaces on upper levels can also serve as communal facilities.
- These facilities should be incorporated into the design of the building in a way that promotes a clear distinction between private and communal space.
- The location and design of these spaces should allow for passive security and promote safe use.
- These spaces can be further supported by connection to kitchen and toilet facilities and storage that can be allocated and locked up.
- Common laundry or waste facilities to be integrated in a way to makes these places easy to access and manage.
- Communal areas, including entries and hallways, should be adequately sized and designed to be responsive to the amount of dwellings provided and allow for convenient access for people and goods (e.g. furniture moving).
- Natural lighting and ventilation reduces energy consumption and provides for a higher quality amenity.

2.7 Public Realm

Public Realm

The upgrading of the edges of the Corridors to include intensive tree planting will create greater visual interest along the Corridors, increasing both their attractiveness for locals and those who journey through to other destinations. In places, the Corridors benefit from the presence of parks located on their edges, creating green areas of respite from the harsh conditions generated from a major arterial road.

Trees which form a canopy ameliorate a number of impacts. Applied to the road edge they create a buffer between cars and pedestrians. Trees soften the hard edges of the more urban environments and can reinforce the human-scale where street walls exceed 3-4 storeys. Tree species selection can also offer benefits, for example shading, canopy density, fruit and nut bearing, and deciduous trees that mark seasonal changes.

The public realm program of improvements is subject to the *Darebin Green Streets Strategy 2013* with further capital works programs to be developed to deliver improvements throughout both Corridors.

The interface of public and private realms can also be improved with weather protection measures and lighting for safety and visual interest. Street furniture and seating can be provided to street edges, but equally be incorporated into building frontages as window ledges or planter beds to enable rest stops or leaning potential for pedestrians.

Figure 30 - Local centre 'gateway' signage and planting at Puckle Street Moonee Ponds

Source: Google Street View

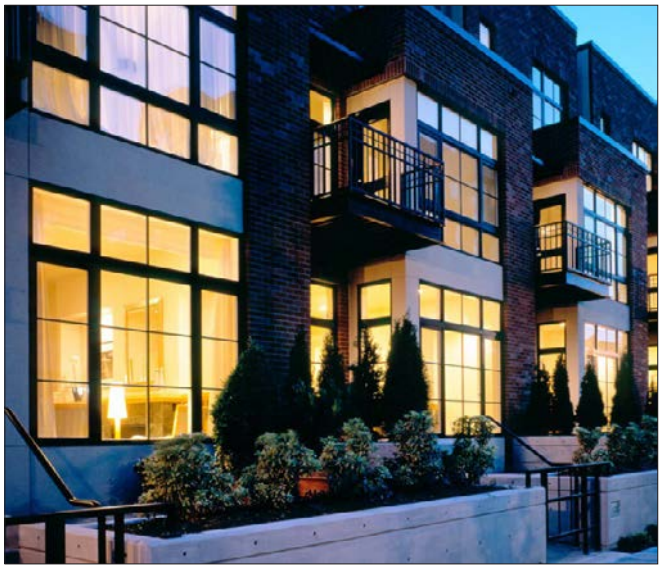
A pair of artistically designed signs forming a 'gateway' at the boundaries of local centres would strengthen the sense of moving from one place to another, and reinforce the local sense of place within the centre. Varying the frequency of the trees planted in the kerbside parking or footpaths, from close spacing in the activity centres to a larger spacing at the point furthest away, would reinforce this effect.

Pedestrian Safety

Within Activity Centres there are clear benefits from a zero setback creating a consistent character and well-defined public realm that avoids concealed spaces and a consequent lack of perceived safety. Where possible, create the opportunity for casual surveillance from surrounding uses and upper levels of buildings, especially around public or shared communal spaces. Perceptions of safety can be improved through the activation of streetscapes by locating building entrances on streets, orienting living spaces and balconies towards the public realm, and providing clear glazing to aid in passive surveillance.

Figure 31 - Public/Private interface

Creation of a sense of privacy via elevation from the footpath. Residential facade design is modulated and articulated to provide interest and human-scale without being reliant on multiple colours and materials.



Public Realm Amenity

- The nature of the busy roads along the Corridors means that traditional residential setbacks cannot be expected. 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.
- Development should create a lower scale street edge through a two- or four-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 of wider street frontages should reflect the vertical streetscape rhythm of the predominant pattern in the area.
- A distinctive and consistent high quality street edge and pedestrian environment should be achieved through the use of the Garden Apartment Typology or Alternative Development Forms as specified in the *Higher Density Residential Building Typologies September 2014* document.

Public/Private Interface

- Where residential uses are included at ground floor level, a separation is created through having a higher internal floor level to set the entry slightly above street level.
- Lighting at the public/private interface should be provided to encourage good visibility at night from within the new development and from those outside, to provide good casual surveillance.

Street Address

- Internal communal spaces should be clearly visible before entering.
- Recesses in the ground floor facade should be avoided and where indentations occur these should not be more than 300mm deep and no less than one metre wide.
- Provision of glazing and active frontages increase passive surveillance. Inactive or blank walls at key pedestrian interfaces are to be avoided.
- Disruptions to pedestrian paths such as vehicle crossings that raise potential conflicts should be minimised.

Figure 32 - Garden Apartment typology, as specified in *Higher Density Residential Building Typologies September 2014,* City of Darebin

2.8 Movement and Transport

Movement Network

VicRoads has indicated that traffic volumes on both St Georges Road and Plenty Road will continue to increase as a result of their function as major arterial north/south links and population growth outside the municipality. This increase places additional pressure on local transport trips across the municipality and traffic trying to access key destinations. This raises the need to provide adequate pedestrian movement space and protection near fast moving traffic, along the edge of main roads and at recognised crossing points.

Vehicle Access and Egress

In general there is a desire to reduce the number of driveways and mid-block access points along the Corridors. As both corridors carry traffic and public transport, access in and out of the site should only be via a left turn movement.

It is unlikely that new crossings directly off St Georges Road will be supported due to the need to keep traffic flows, unless there is room to provide a turning lane subject to VicRoads approval.

Lot consolidation will assist in reducing the frequency of driveways but will concentrate the volume of cars at selected points. Where possible, preference should be given to access points from side streets or rear lanes.

If there is no rear laneway or side street access then a centrally located loading bay that services several business should be considered on-street. Delivery times may need to be restricted to times outside the peak traffic flows.

On-Street Car Parking

On-street car parking has been a long standing issue that is growing in the southern parts of the Municipality. Even without local developments, increasing demand for on-street parking due to several trends (more co-habitation and group households, increased use of public transport with private vehicles being left at home or on street) contribute to increased parking demand. The reduction of on-street parking to gain traffic flow and capacity benefits has increased the desire to maximise access to properties from side streets, and is further compounding the increased car ownership pattern.

Council will need to take a more comprehensive approach to managing this issue. Strategies that balance the needs of local businesses, existing and future residents while supporting the ongoing transport function of the corridors will be required to manage the impact of additional apartments in selected areas.

The minimum width for a lot has been determined by the ability to accommodate efficient car parking layout on-site. There is limited capacity for on-street parking along the corridors especially where public transport is accommodated in narrow dimensions.

Off-Street Car Parks at Grade

In most successful retail centres there is a high level of demand for car parking spaces at grade, especially between local employees and people who come to shop. Left uncontrolled, parking spaces close to the centre are often taken by those that work there. Instead they should be made available for shoppers and users of the centre to help attract more people to the centre and local businesses. As more people live in centres this problem will grow.

In order for parking availability to respond to user needs, a graduated approach should be applied to time restrictions with the shortest-term parking at the heart of a centre. Longer-term time restrictions should be applied at the periphery and in adjoining residential areas. The centre can best be supported by ensuring a high turnover of spaces with the shortest duration. Longer term users, including residents and local employees will be compelled to use the car parks located towards the edge of the centre or where available, the spaces located on-site or behind premises.

Off-street car parks should be designed as positive public spaces. Their edges should be designed using CPTED principles and integrate into activity centre conditions with active frontages placed towards the street edge, footpaths, under-croft lighting of verandahs and no recessed secluded spaces. The parking areas should be well-lit and provide shelter were appropriate. Landscaping of at grade car parks should be integrated with the surrounding context and contain a clear and safe pathway system directly connecting to the surrounding uses.

Access to off-street car parks should be clearly marked from St Georges Road and Plenty Road but managed in a way to minimise the intrusion on quieter residential streets, especially if it is servicing uses that extend outside usual business hours. Where car parks are provided at the rear of shops or other active ground floor uses a secondary entrance direct from the car park should be provided, that is clearly identifiable as an entry point, is well-lit and is not confused with a service and loading bay.

Improvements can also be made to the lighting, landscaping, signage and provision for pedestrians within the car parks owned by Council.

Where off-street car parks abut residential areas creating a sensitive interface, consideration should be given to the inclusion of sound barriers or sufficient landscaping lining the edges to buffer noise generated for parking cars.

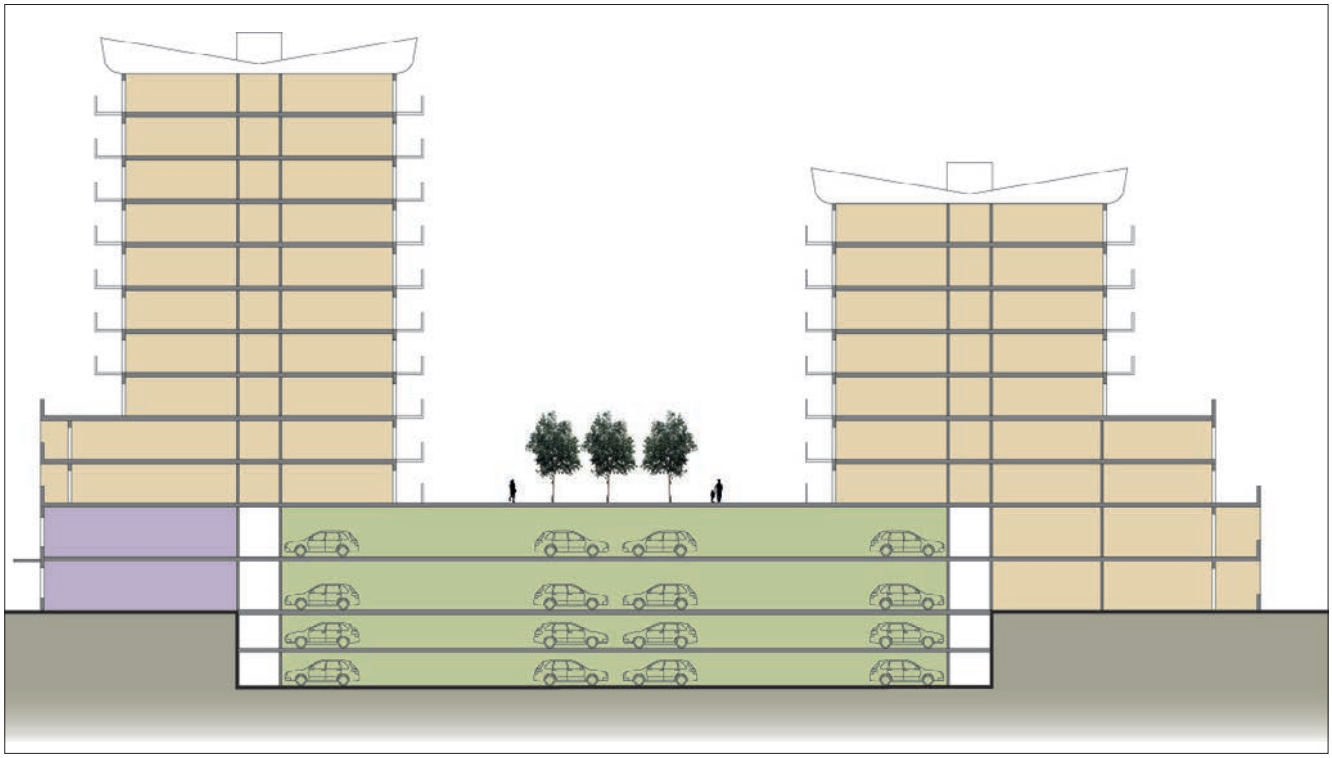
The availability of customer car parking is a key factor in the appeal of local businesses located along Corridors, and ease of access for the purchase of larger or specialist goods effects their viability. Outside activity centres there are a number of businesses situated to take advantage of larger lot sizes and passing traffic, and are not appropriate to be situated within a centre's core area. An integrated approach is required to balance the need to support the primary transport function of the corridors and the ability to support local business through the provision of on-street car parking.

Car Parking in Taller Buildings

Within the site or footprint of taller buildings it is necessary to provide for car parking, freight and goods deliveries as visitors/people use the businesses. Each of these uses has a different need and access requirement which could be accommodated within separate locations in the building. It is desirable to minimise the potential for conflict between pedestrian access and movement through parking areas and the movement of larger vehicles for the loading and unloading of goods.

If car parking is to be included in a basement, consideration should be given for safe and efficient movements, and areas accessible by pedestrians are to be well-lit and ventilated.

Figure 33 - Concealed multi-level car parking contained within a taller building



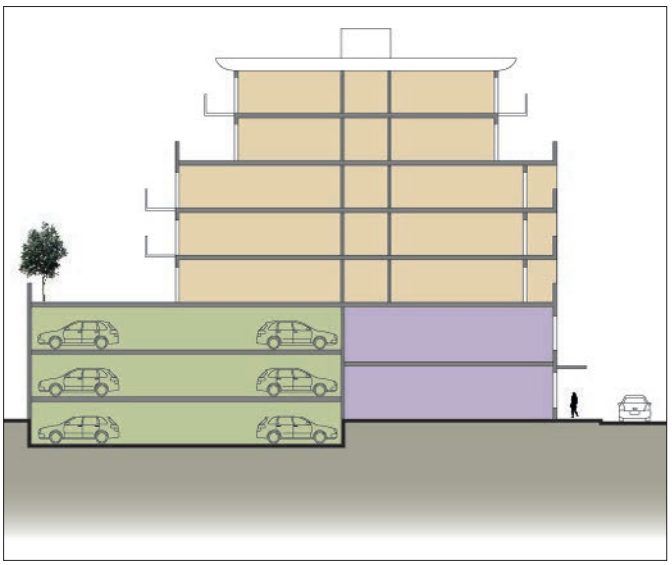
Sleeved Car Parking Options

Where car parking is located on upper levels it should be set to the rear, behind another use acting as a 'sleeve' at the street edge. Access to these car parks should be from a side street or if possible a rear lane.

Where car parking cannot be sleeved with other uses and requires screening, the following should be considered:

- The screening forms part of the overall facade design and does not look out of character with the streetscape.
- The facade treatment reflects the uses behind whilst respecting the size, appearance and proportions of existing adjoining buildings.
- The screening uses scale and materials that integrate with the overall facade in a manner that achieves a seamless appearance.

Figure 34 - Car parking sleeved behind commercial spaces facing the street

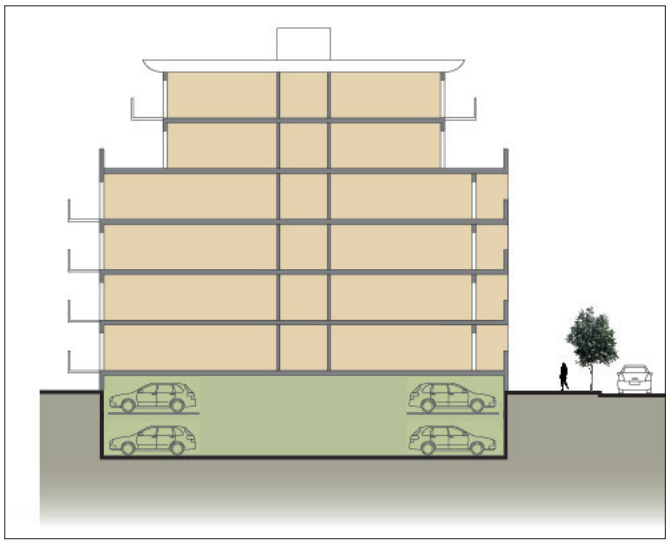


Car Stackers

There is an increasing number of planning permit applications which are utilising car stacker technology where floor space on a single level is constrained. Where these types of mechanisms are proposed, adequate floor to ceiling heights and operational space must be provided.

When used in residential buildings, consideration must also be given to the effects of vibration and noise on apartments adjacent to car stacker mechanisms.

Figure 35 - Car parking using stackers, and sleeved within a podium level



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3.0 Precinct Strategies
St Georges Road Corridor

3.1 Precinct 1 Merri Creek

Context

The two sides of St Georges Road in this Precinct have distinctly different roles and forms.

The west side could be characteristed as low scale with an open feel to the Merri Creek. It includes a small residential pocket with 3 side streets contained by St Georges Road, Merri Creek and Northcote High School. Within this pocket are two Heritage Overlays in recognition of the two discrete sets of Victorian cottages (HO13 and HO164).

Along St Georges Road are detached inter-war houses on moderate lot sizes with a fine grain subdivision pattern, and single storey Victorian row houses in the side streets behind. The Northcote High School and the adjoining Merri Park Reserve occupy the majority of the western edge north of this residential pocket.

The east side of St Georges Road has an industrial (small scale), residential (cottage style) and commercial (several small shop fronts) character for a number of blocks and includes early twentieth building forms that have minimal or no front and side setbacks. The former industrial buildings have higher ceilings and are equivalent in scale to a contemporary three storey residential building.

There is currently a mix of non-industrial uses in these properties with several properties to Little Bakers Lane being converted for residential use. This is one of the few lanes in the municipality that is used as a formal residential address. A clear trend to new residential apartment-style development, that recycles parts of the former industrial buildings, has been established through recent permit approvals at 56 - 58 and 64-66 St Georges Road (approved at 5 and 4 storeys).

The landmark Albion Charles Hotel creates a strong local landmark at the entry to this precinct and regionally at the southern end of the St Georges Road Corridor. Some of these properties on the east side are contained within Heritage Overlay 15.

This precinct provides some opportunities for redevelopment through site consolidation and on sites with commercial buildings or uses.

Figure 36 - Albion Charles Hotel, Northcote

Source: www.albioncharles.com.au

Figure 37 - Precinct 1 Existing Conditions Analysis

3.1 Precinct 1 - Merri Creek

Figure 38 - Precinct 1 Framework Plan

Preferred Future Outcomes

This area will continue to have a mixed/residential character with new development adding high design quality and interest to the area. The additional population will create a localised demand for goods and services. The heritage character including significant heritage facades will be retained while allowing opportunities to maximise space for housing and commercial growth.

Where commercial uses or built form currently exists there is potential to adapt these sites into a cluster of commercial uses to serve the local community.

Precinct Objectives

- To create a sense of local place by redeveloping former industrial and existing residential sites with high quality buildings that adds visual interest and identity to the precinct and incorporate active frontages along the eastern edge to service the growing local community.
- To respect the existing residential character in the adjoining side streets through new development that reduces the negative impact on amenity of neighbouring properties.

Land Use

A predominant residential use is supported in this precinct including some intensification through redevelopment of consolidated land parcels. Existing commercial buildings have potential to be redeveloped to provide a mix of uses creating a local, niche commercial precinct in the south-east of the precinct. The Industrial 3 Zoning of these areas currently restricts the range of uses and activities available on these sites. To achieve the vision for a small commercial pocket in this precinct, Council will investigate rezoning the commercial properties into a zone that allows more flexibility and a mix of uses.

C1Z is preferred to support active frontage at ground level and retain opportunity for small scale local business to establish. Otherwise all business will be displaced from the area as residential at ground level represents a more feasible market response at this time. In addition the potential for residential amenity at ground level is diminished due to the nature of the road at this point, congested traffic. This would lead to poor design outcomes, trigger the need for high front fences and will reduce the pedestrian environment amenity.

Built Form (West Side)

- Along the western residential edge allow a preferred maximum building height for residential development of up to 10 metres (2-3 storeys) with appropriate setbacks derived from a 45° built form envelope and landscaping guidelines to adjoining residential areas.

Built Form (East Side)

- On consolidated sites allow for built form of 4-6 storeys with rear setbacks based on a 45° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Sites between Gordon Grove and Westbourne Grove will require a 30° rear setback that acknowledges the Heritage Overlay and NRZ1 conditions to the rear.
- Development of sites should reflect the site's key entrance location, particularly any redevelopment of the Albion Charles site.
- Encourage new development at Northcote High School to contribute to an active and visually rich streetscape with high quality built form and strong architectural elements.

3.1 Precinct 1 - Merri Creek

Public Realm

The busy roadway at this point creates poor pedestrian amenity on both sides of St Georges Road. The two sides are physically and visually separated by the wide, landscaped tram easement and the significant traffic conditions. Some opportunities to improve the public realm include:

- Maintain and improve the extensive street tree coverage in side streets leading into the centre and create focal points at entries to key side street intersections with St Georges Road.
- Provide appropriately located, attractive and accessible pavement outstands at key side street intersections incorporating public seating, shelter/shade, waste/recycling bins and signage as appropriate.
- Improve pedestrian amenity along St Georges Road by providing high quality footpaths, street furniture, soft landscaping and increased shade and shelter opportunities.
- Incorporate water sensitive urban design techniques to maximise efficient use / treatment of stormwater when designing new streetscape improvements.
- Encourage an integrated landscaping program at the Northcote High School and Merri Park with potential support from Council.
- Upgrade Merri Park to improve its role in providing passive and active leisure services to the local community. Explore options for the occasional use of Merri Park for community uses and informal activities (eg. Christmas Market, local community events) potentially in partnership with Northcote High School.
- Acknowledgement of Green Memorial Reserve and Merri Creek Reserve as forming part of a key gateway at the southern end of the St Georges Road Corridor. There is potential for a landmark public art installation at this location that is highly visible and in close proximity to Merri Creek, which can reinforce a local and regional sense of place, and contribute to the improvement of the public realm. To protect the significant view south along St Georges Road this site not suitable for multi-storey redevelopment.
- Create a sense of identity and assist permeability of the corridor through consistent wayfinding signage at key intersections and gateways.

Figure 39 - Potential public art location at the southern gateway of St Georges Road Corridor.

Source: modified from Google Street View

Movement and Access

- Development should encourage a high quality public realm incorporating a safe pedestrian environment adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind.
- Redevelopment should provide improved walking access including:
    - Clearer sightlines around intersections
    - Weather protection to St Georges Rd footpath.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Upgrade public laneways by incorporating external lighting on new development to provide for lighting at night.
- Create opportunities for east-west pedestrian and cycle connections across St Georges Road particularly towards the around the Gordon Grove/Eunson Grove intersection.
- Improve the role of the pathway in the central median for both pedestrians and cyclists. It is essential that this path has adequate width for two way pedestrian and cycle traffic. Ideally, some low level treatment could be incorporated to separate bicycle and pedestrian zones.

3.1 Precinct 1 - Merri Creek

Figure 40 - **Summary Table of DDO controls for Precinct 1**

Precinct 1 - Merri Creek

Objectives:

To create a sense of local place by redeveloping former industrial sites with high quality buildings that adds a sense of interest and identity to the area and incorporate active frontages serving as an vibrant hub for the local community.

To protect the existing residential character and amenity with change that respects and complements the local character.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
1 St Georges Road to Eunson Avenue - west side	3 storeys 11m	45°	Minimal change with additions to existing dwellings and potential for redevelopment through site consolidation where there are no heritage constraints, a suitable development parcel can be created and sensitive interface issues can be addressed.
2 - 16 St Georges Road (Charles St to Clarke St) - east side	6 storeys 20m	45°	Increased residential density in a multi-storey 'apartment' style built form development. Improve the public realm through clear and defined entrances and addresses that front onto Little Baker's Lane. Encourage consolidated lots to create a more efficient development parcel and access options, however architectural design and detailing should provide a fine grain streetscape presentation.
48 - 66 St Georges Road (Clarke St to Gordon Grv) - east side	5 storeys 17m	45°	Create a small concentration of new development with moderate height and a mix of uses to create a local hub and contribute to dwelling diversity.
68 - 102 St Georges Road (Gordon Grv to Westbourne Grv) - east side	3 storeys 11m	30°	30° rear setback responding to Heritage Overlay and NRZ1 rear conditions.
102 - 112A St Georges Road (Westbourne Grv to Little Sisters of the Poor) - east side	3 storeys 11m	45°	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
Strategic Site: 2 Charles St (Albion Charles Hotel)	6 storeys 20m	45°	Acknowledging the potential for the Hotel car park to be redeveloped, new development should include increased residential density in a multi-storey 'apartment' style built form development.

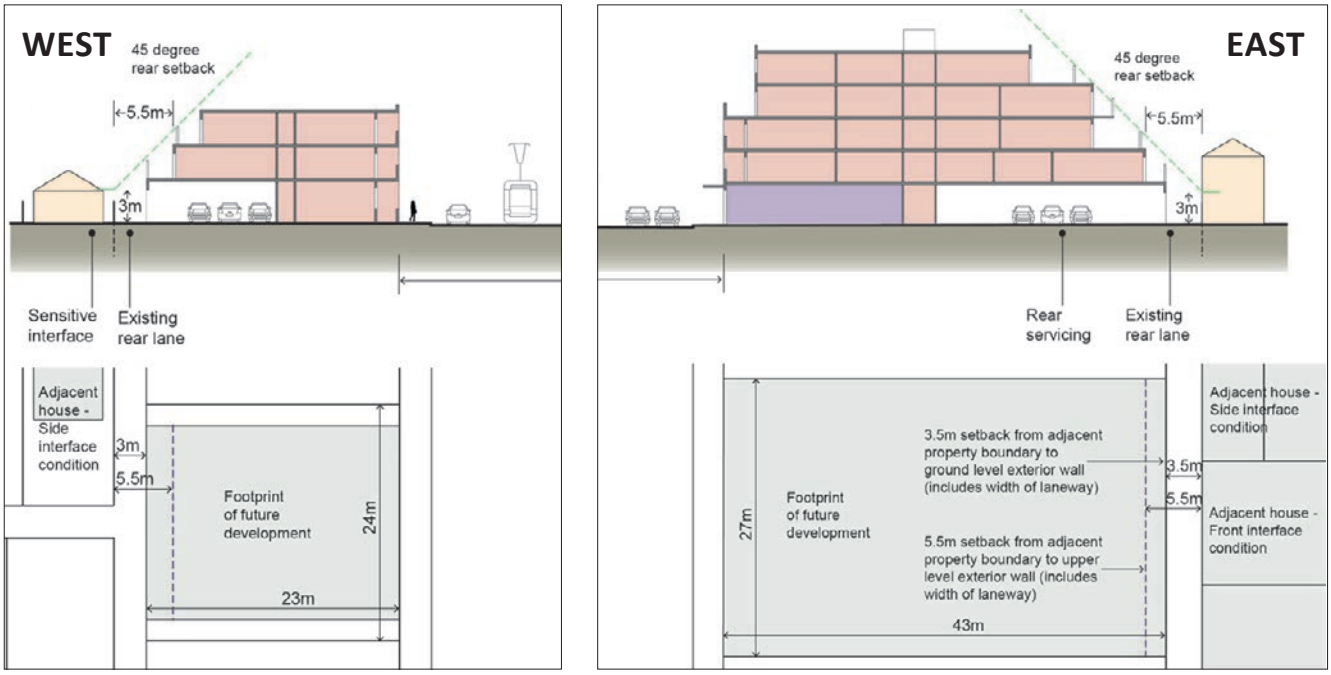
Figure 41 - **Indicative Merri Creek Precinct - cross-section through commercial zoned land**

This cross-section cuts through properties either side of St Georges Road where there is a mix of uses on land zoned for commercial, residential and industrial purposes. The new suggested built form demonstrates that a 3 - 5 storey development could fit comfortably within a 45° building envelope, pushing the bulk towards the front of the lot. This envelope includes the existing rear lanes, allows for a mix of uses at ground level on the east side and provides for a 3 storey street-wall to St Georges Road.

It is unlikely that this full development potential could be achieved on a single lot and would rely on the consolidation of a number of lots to form an efficient development parcel. This consolidation will net more efficient building footprints and development yields and is encouraged subject to reinforcing a finer grain through building detailing. This approach reduces the potential for overshadowing, as the main road runs north/south and access to sunlight is less of an issue on level ground.

Redevelopment on corner sites is preferred to enable access from the side street or rear of the lot. Direct access off the side street or rear lane to car parking spaces at the rear or in a basement is recommended. There is no parking on St Georges Road in this location.

Although a minimal front setback is suggested this requirement will vary depending on the status of frontage condition. It is important to provide a good public/private interface in an urban context with some variation on sites where an active frontage is not required.



3.2 Precinct 2 Sumner Estate and Little Sisters

Context

The Sumner Estate and Little Sisters Precinct rises up from the Merri Creek flatlands to a local high point within the former Little Sisters of the Poor land near the corner of Hawthorn Road and St Georges Road. The former convent buildings are a landmark protected by a heritage overlay within this precinct.

At this point St Georges Road is divided by a wide landscaped median creating prominent and distinctive feature of the precinct. This median contains the tram and shared walking/cycle path and established landscaping accentuated by the roads gradual rise towards the north/east.

Apart from the convent and aged care uses, the area is exclusively residential uses in 1 - 2 storey built form with traditional higher ceilings, set within an undulating land form.

The land falls from east to west, with the west on the low side creating a recessive streetscape. Conversely lots on the east side are elevated above the road so that houses sit half a storey or more above the footpath and road giving more prominence to the built form on the east side of St Georges Road.

The west side of St Georges Road is within the Sumner Estate developed in the 1920s. This area has a uniform subdivision pattern with wide 14m frontages and a consistent building footprint of front and side setbacks. A precinct wide Heritage Overlay (HO 165) applies to residential properties in the Sumner Estate area between St Georges Road and the Merri Creek. However, the housing has undergone gradual change such as new second-level house extensions, high solid front fences, external cladding and verandah alterations, partly in response to the main road location.

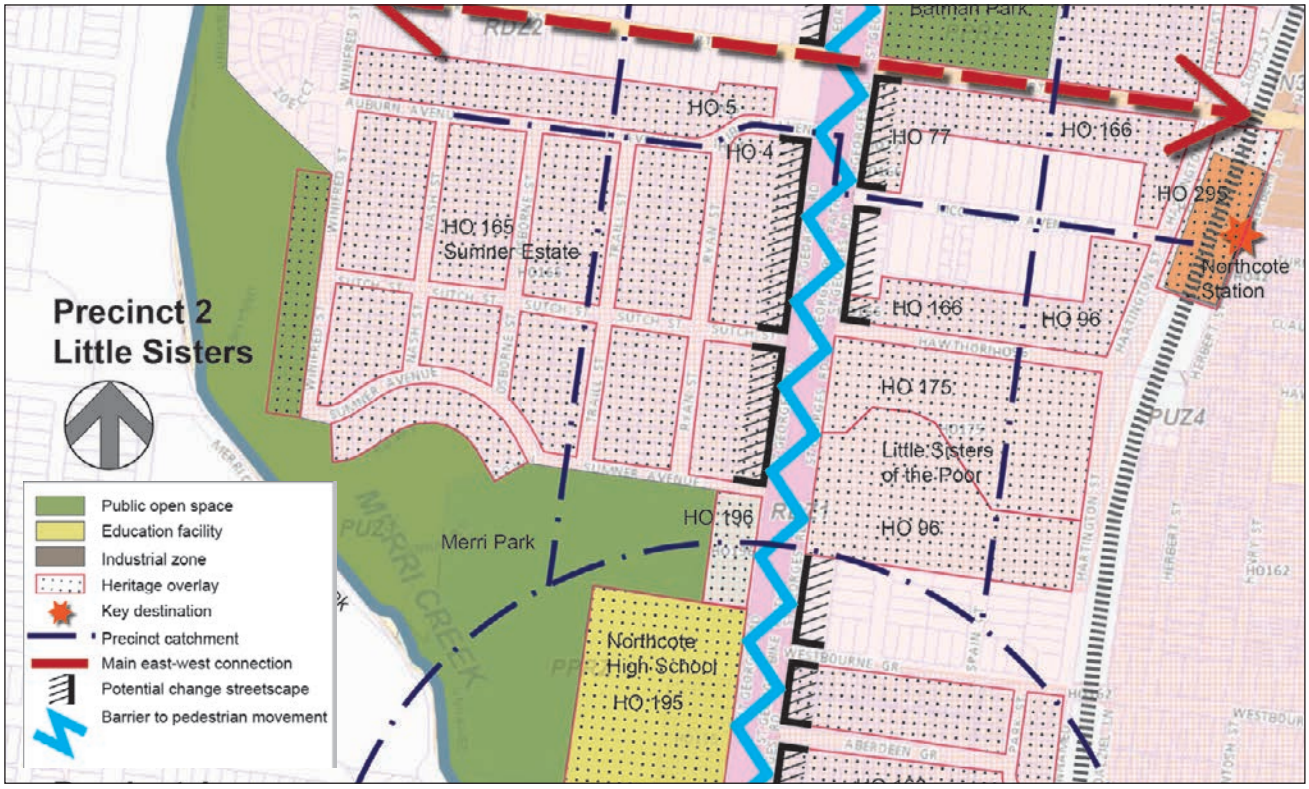
New development on St Georges Road will need to have regard to the heritage values of the remaining properties identified as significant in the *Darebin Heritage Review 2000*.

The east side of the precinct, north of the Little Sisters site, has a less consistent built form character with early 20th century housing alongside post war housing. Only three properties of significance are within the Heritage Overlay (HO 166).

Figure 42 - Former Little Sisters of the Poor buildings, Northcote

Source: www.flickr.com (Graeme Butler)

Figure 43 - Precinct 2 Existing Conditions Analysis



3.2 Precinct 2 - Sumner Estate and Little Sisters

Figure 44 - Precinct 2 Framework Plan

Preferred Future Outcomes

It is anticipated that this Precinct will remain predominantly residential with limited opportunities to introduce mixed use at ground level. Although there is a Heritage Overlay along a greater proportion of this Precinct, there is still the potential for an incremental level of change to take place over the expected twenty year study period. This is possible on sites identified as 'non-contributory' to the local heritage values. This level of change acknowledges that there may be some sizeable renovations and redevelopment of properties that front St Georges Road. The gradient of the land on the east side also allows for the bulk of the built form to be sleeved within the slope and directed towards the St Georges Road frontage away from the sensitive interface at the rear. It is expected that the character along St Georges Road will gradually change as properties respond to the declining amenity and increased traffic noise.

It is assumed that the Little Sisters of the Poor property frontage will remain (acknowledging the recent reconstruction of the front fence) for the foreseeable future. In the long term redevelopment could be achieved through a negotiated design outcome that is responsive to its site and heritage context. In addition there is the potential to improve the pedestrian environment through upgrading the streetscape and tree planting.

The Precinct will be enhanced by upgrades and improvements to the corridor streetscape and public/private interfaces and along the adjoining side streets. Strategies to manage on-street car parking demands existing and the expected increase in the future are essential to retain the level of amenity currently experienced.

Land Use

A certain level of residential density increase is expected and supported in this precinct. This will be achieved through leveraging the potential for intensification on consolidated lots. It is likely this would be delivered through the application of the new residential growth zone soon to be introduced.

Built Form

The heritage overlays and existing buildings will be a critical influence on acceptable built form outcomes and decision making in this Precinct. Consideration should be given to the following:

- Allow a preferred maximum building height for residential development of up to 11m (2-3 storeys subject to heritage constraints) with appropriate setbacks determined by a building envelope of 30^0 or 45^0 and landscaping guidelines to adjoining residential areas. (This is more stringent than the existing ResCode parameters)

Public Realm

Improvements to the public realm to enhance amenity including:

- Provide appropriately located, attractive and accessible pavement outstands at key side street intersections incorporating public seating, shelter/shade, waste/recycling bins and signage as appropriate.

Movement and Access

New development should encourage a high quality public realm minimising driveway crossovers interrupting the footpath and incorporating a safe pedestrian environment.

- Where possible footpath designs should be improved to slow turning movements on and off St Georges Road to the residential areas behind and into side or rear laneways to avoid conflict with pedestrians and promote a safe environment.

- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.

Improve the role of the pathway in the central median for both pedestrians and cyclists. It is essential that this path has adequate width for two way pedestrian and cycle traffic. Ideally, some low level treatment could be incorporated to separate bicycle and pedestrian zones.

3.2 Precinct 2 - Sumner Estate and Little Sisters

Figure 45 - **Summary Table of DDO controls for Precinct 2**

Precinct 2 - Sumner Estate and Little Sisters **Objective:** To protect the existing residential character and amenity with change that respects and complements the local character.			
Sub-precinct	**Maximum height**	**Rear setback**	**Additional guidelines**
83 - 133 St Georges Road (Sumner Ave to Auburn Ave) - west side	3 storeys 11m	30°	Minimal change with additions to existing dwellings and potential for redevelopment through site consolidation where there are no heritage constraints. 30° rear setback responding to Heritage Overlay, NRZ1 rear condition and lack of rear laneway. No high solid front fences.
114 - 122 St Georges Road - east side	3 storeys 11m	30°	Minimal change with additions to existing dwellings and potential for redevelopment through site consolidation where there are no heritage constraints. 30° rear setback responding to Heritage Overlay and NRZ1 rear condition. No high solid front fences.
112B, 124 - 132 St Georges Road - east side	3 storeys 11m	45°	Minimal change with additions to existing dwellings and potential for redevelopment through site consolidation where there are no heritage constraints. No high solid front fences.

Figure 46 - Indicative Sumner Estate and Little Sisters Precinct - cross-section

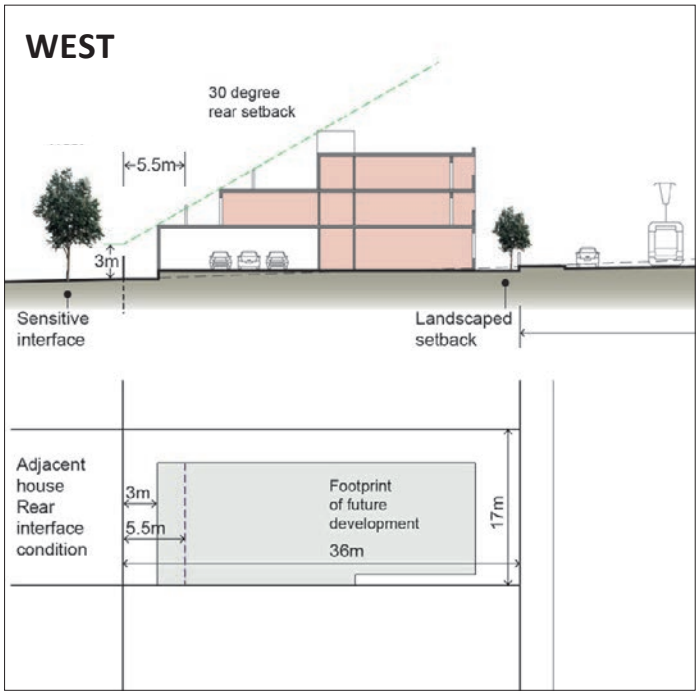
This cross-section cuts through properties either side of St Georges Road where there is a distinct slope from east to west. The west side is covered by a Heritage Overlay (HO 165 the Sumner Estate) and the east side does not have a Heritage Overlay at this point, although Overlays HO166 and HO77 lie to the north and south of this section. The slope of the land on the east side gives an advantage to the sensitive interface with new development being able to sleeve some of the built form within the slope. Having existing residential development (rear of properties on the east side) higher than the proposed new development also contributes to a reduced perception of visual bulk.

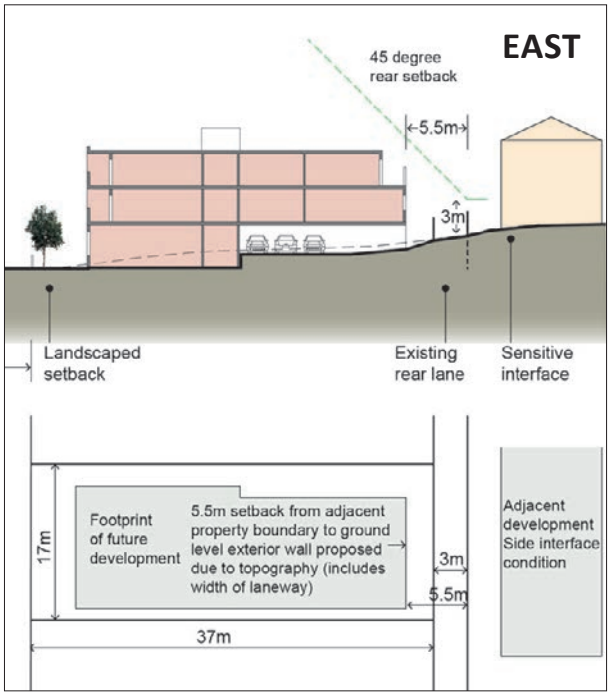
On the east side the new suggested built form of a 3 - 4 storey development (subject to protecting heritage significant values) could fit comfortably within a 30° building envelope, pushing the bulk towards the front of the lot. This envelope includes the existing rear lane on the east side, and indicates a preference for residential uses at ground level on the east side as an active frontage is not required in this section of the Precinct.

The gradient, lot depth and width (approx. 14m) work in combination to allow a higher built form of 5 - 6 storey towards St Georges Road frontage development. However, given the low scale residential nature of this section and the heritage overlays including built form height as a feature, a lower form needS to be applied.

Redevelopment on corner sites is preferred to enable access from the side street or rear of the lot. Direct access off the side street or rear lane to car parking spaces at the rear or in a basement is recommended.

Although a minimal front setback is suggested this requirement will vary depending on the status of frontage condition. It is important to provide a good public/private interface in an urban context with some variation on sites where an active frontage is not required and a greater allowance should be made for landscaping.





3.3 Precinct 3 Arthurton Road

Context

Arthurton Road Precinct 3 incorporates a prominent intersection of St Georges Road with Arthurton Road. Arthurton Road is the southern-most, east-west connection through the municipality. Although it is a narrow road with single lane traffic in each direction and car parking on either side. This is also a major crossing point for pedestrians moving east/west to access Batman Park, the tram stops and further on to the Northcote Activity Centre and nearby train station.

There is a mix of different uses located around this intersection. The south-east corner includes single storey traditional dwellings; a vacant, former service station site is on the south-west corner; and a row of 1-2 storey commercial buildings occupy the north-west corner.

Higher density development on the east of St Georges Road will need to consider the nearby Heritage Overlay properties and valued characteristics.

Batman Park on the north-east corner is the most iconic element of this junction and is important to the community, providing a large, attractive park with established shade trees. It also provides a recognisable element at the intersection in the historic formal elements including the entry with stone pillars and gilded signage.

As this Precinct has redevelopment potential on three of the four corners of this prominent intersection and a park on the other, there are a number opportunities for improvements to the public realm.

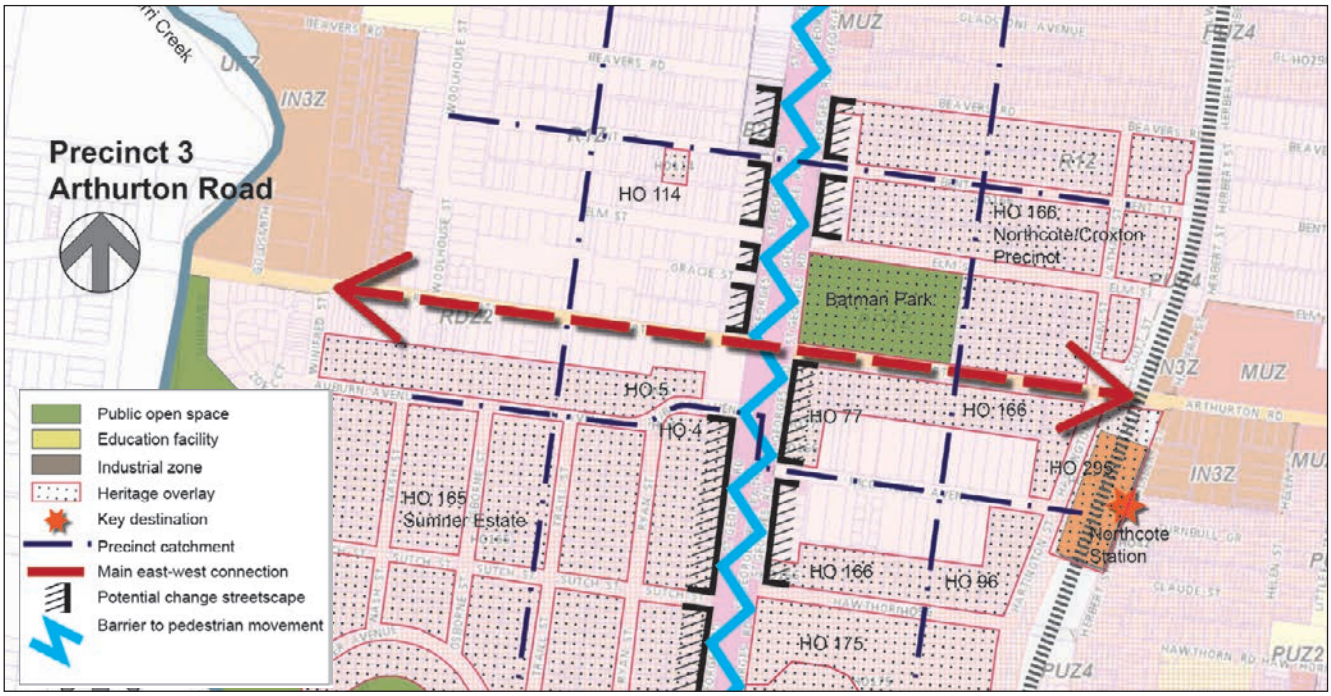
Strategic Site

There is a large strategic site located at 137 St Georges Road within this Precinct. Formerly a petrol station on land zone Residential 1, the site has been vacant for several years. A planning permit application for a 5 storey apartment development was not supported in VCAT on the grounds of visual bulk and massing. While an overall height of 4-5 storeys is suggested for this site, this application highlights the need for a site-responsive design. Due to the steep fall from the Arthurton Road corner to the south west, the sensitive interface with the adjacent Sumner Estate is magnified.

Figure 47 - Prominent entrance to Batman Park, Northcote

Source: Herald Sun

Figure 48 - Precinct 3 Existing Conditions Analysis



3.3 Precinct 3 - Arthurton Road

Figure 49 - Precinct 3 Framework Plan

Preferred Future Outcomes

There is the potential to increase the mix of uses around this intersection to leverage off the passing traffic in both directions. Future development will better utilise the corner and prominent location providing active frontages to both St Georges and Arthurton Roads. Linked with the landmark of Batman Park this new development will create a greater sense of place for the emerging new community. Redevelopment in the form of high quality development with additional height would more effectively acknowledge and activate this key intersection.

The Precinct will be enhanced by upgrades and improvements to the corridor streetscape and public/private interfaces on St Georges Road and along the adjoining side streets. Strategies to manage on-street car parking demands existing and the expected increase in the future are essential to retain the level of amenity currently experienced.

Land Use

Intensification and consolidation of the existing local convenience retail or small business role is encouraged in this precinct to take advantage of the high profile intersection and the associated reduced amenity to stand alone residential dwellings. An increase in the amount of mixed uses in the area will increase the opportunities for expansion and new small scale business and associated local jobs, to be attracted to this area. Mixed use activity will also harness passing catchment from public transport users of adjacent tram and bus stops.

There is the opportunity to provide an active frontage to St Georges Road and Arthurton Road through a mix of local retail and small scale businesses.

Housing at upper levels can leverage from the locational advantages and may afford views over the boulevard (enhanced St Georges Road) and parklands or elevated views of the city skyline to the south.

Built Form

- Allow a preferred maximum building height of 4-5 storeys providing a 45° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Development of corner sites should be characterised by prominent architectural features at upper levels which respond to the conditions set by the intersection and increase legibility and visual interest.
- At ground level buildings should be setback from corners to improve views and pedestrian movement around the intersection.
- Buildings will be of high quality design to support the preferred streetscape character.
- Verandahs over the footpaths should be incorporated along the St Georges Road frontage to provide weather protection.

3.3 Precinct 3 - Arthurton Road

Strategic Site: 137 St Georges Road

There is potential for higher built form on this site with a large land holding, rear access lane, prominent corner location, and nearby existing commercial built form. Increased residential density is possible in a multi-storey 'apartment-style' built form development. This site could provide active frontages to the intersection of Arthurton Road and St Georges Road, as part of demarcating this junction.

The size of this site (2,000m^2) means that it can act as an anchor to the local commercial hub, with a mix of active uses at ground level, and upper level dwellings which will utilise the amenity of the nearby Batman Park, tram and bus stops, and potential city views.

Design of this site needs to respond to the three road frontage conditions separately. It is important to reinstate the footpath along St Georges Road and Arthurton Road as public space with good amenity and landscaping for pedestrians.

Development fronting the Auburn Avenue street edge should consider the residential/heritage conditions opposite. This could be achieved through applying a front setback at ground level that allows for landscaping similar to the traditional residential neighbourhood to the south and east.

A transition buffer within the 45^0 rear setback built form envelope measured from the sensitive interface to the west, may include a widened rear lane to improve accessibility. This buffer could include an additional setback to allow for deep root landscaping with canopy trees to screen the development and increase the separation between the sensitive residential/heritage interface with Sumner Estate in Precinct 2.

A southern transition buffer within the site, approximately 10 metres from the property boundary, identifies where additional consideration of change in scale, mass, and built form to the surrounding lower built form is required. Development up to three storeys is preferred within this transition buffer.

Along Auburn Avenue, a front setback at ground level of up to 3 metres is necessary to facilitate landscaping and reflect the residential/heritage nature of the street. This setback should not include any secluded private open space or high front fencing.

Direct the bulk and height of the development towards Arthurton Road and St Georges Road away from the lower scale residential/heritage uses.

Figure 50 - Aerial view of Strategic Site at 137 St Georges Road, Northcote

Public Realm

Improvements to the public realm could enhance existing amenity including:

- Creating a sense of identity and assist permeability of the corridor through distinctive building features on corners and consistent wayfinding signage.
- Improving the relationship between commercial sites on the west side of St Georges Road and Batman Park, through a rethink of the design and use of the central median. Opening up views and upgrading public open space could reinforce the perception of the location as a local hub.
- A high quality public realm can be achieved by incorporating a safe pedestrian environment adjacent to new development along side streets, St Georges Road and its central median.
- Creating tree planters separating on-road parking bays on the west side of St Georges Road.
- Increasing facilities for parking of bicycles at the extended kerb on the St Georges / Arthurton corner, and potentially introducing bicycle parking in the central median.
- Improve pedestrian amenity along St Georges Road by providing high quality footpaths, street furniture, soft landscaping and increased shade and shelter opportunities.

Movement and Access

- Expand footpath spaces around the Arthurton Road intersection by setting buildings back from the corners to allow increased viewing distances and improve access to the public transport stops in the St Georges Road central median.
- In addition to clearer sightlines around intersections, redevelopment should provide improved walking access by considering the inclusion of verandahs extended out from the street boundary to provide weather protection.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Upgrade public laneways by providing lighting at night.
- Improve the role of the pathway in the central median for both pedestrians and cyclists. It is essential that this path has adequate width for two way pedestrian and cycle traffic. Ideally, some low level treatment could be incorporated to separate bicycle and pedestrian zones.

Figure 51 - Poor functional and visual relationship between St Georges Road west-side shops, central median and Batman Park.

Source: Google Street View

3.3 Precinct 3 - Arthurton Road

Figure 52 - **Summary Table of DDO controls for Precinct 3**

Precinct 3 - Arthurton Road

Objective:

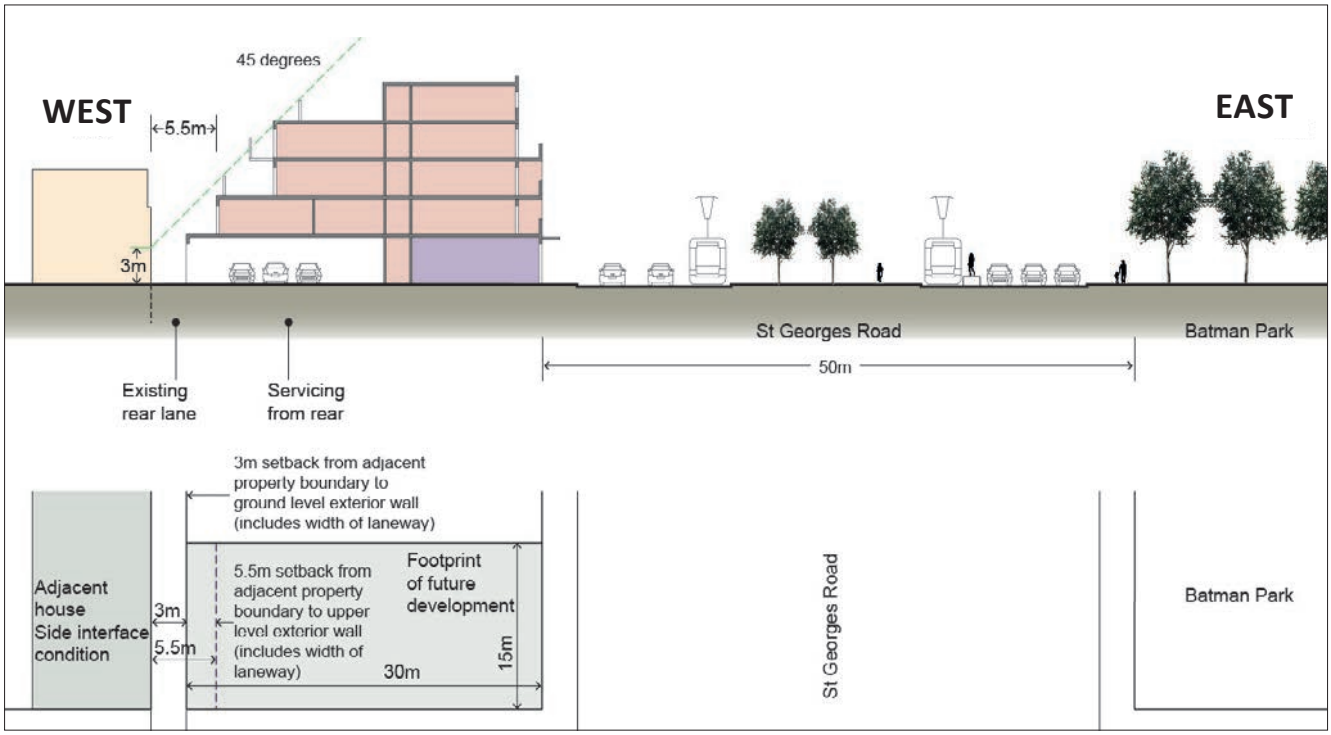
To transform the west side of the St Georges Road / Arthurton Road junction into a vibrant commercial hub supporting higher density, mixed use development with active retail and dining uses serving the growing community.

To give prominence to the St Georges Road / Arthurton Road junction with high quality, visually interesting and responsive landmark developments.

To protect views to heritage sites and ensure change on these sites does not compromise key heritage elements

Sub-precinct	Maximum height	Rear setback	Additional guidelines
153 - 191 St Georges Road (Arthurton Rd to Bent St) - west side	5 storeys 17m	45°	Active frontages at ground floor level with residential above. A local commercial and mixed use cluster with active uses at ground level and upper level dwellings will utilise the amenity of the adjacent Batman Park, tram and bus stops and potential city views.
134 - 142 St Georges Road - east side	3 storeys 11m	45°	This block retains an intact row of Californian Bungalows protected under a Heritage Overlay which combined with DDO controls can allow some increased height as minimal change with additions to existing dwellings, particularly where recessed at the rear of the block and as per heritage principles.
144 - 150 St Georges Road - east side	3 storeys 11m	30°	This block retains an intact row of Californian Bungalows protected under a Heritage Overlay which combined with DDO controls can allow some increased height as minimal change with additions to existing dwellings, particularly where recessed at the rear of the block and as per heritage principles. 30° rear setback responding to Heritage Overlay and NRZ1 rear condition.
156 - 172 St Georges Road (Elm St to Bent St) - east side	5 storeys 17m	45°	Mixed built form including long-established church indicates that this area could transition to either business or residential uses. It is recommended that there be active frontages at ground floor level with residential above.
Strategic Site: 137 St Georges Road - west side	5 storeys 17m	45°	**Design Principles:** Active frontage to St Georges Road and Arthurton Road. A transition buffer is to be applied to the southern edge to generate a streetscape that reflects the residential/heritage uses opposite. Development up to three (3) storeys is preferred within this buffer. A front setback at ground level of 0 - 3 metres. This setback should not include any secluded private open spaces or high front fencing. Reinstate footpath along the western edge of St Georges Road and along Arthurton Road as public space to provide landscaping and pedestrian amenity. Direct building mass and bulk towards St Georges Road and Arthurton Road intersection. Widen rear lane to improve accessibility and built form separation. Include additional rear setback for deep root landscaping with canopy trees to screen development.

Figure 53 - Indicative Arthurton Road Precinct cross-section



3.4 Precinct 4 Gladstone Avenue

Context

Although there appears to be predominantly residential uses along either side of the corridor, this Precinct has a diverse mix of land use zones (C1Z, MUZ1, RGZ1 and GRZ2). A stretch of small local businesses extend on the west side between Bent Street and Emmaline Street. These types of uses were clustered around the former Windsor Smith shoe manufacturing business at Beavers Road and generally reflect a consolidated development pattern of zero lot street setbacks and terraced buildings.

On the east side of the road just north of Beavers Road are properties fronting St Georges Road covered by Heritage Overlay 166.

North of Beaconsfield Street the residential properties are unencumbered by the HO and reflect a diverse lot pattern with varying development intensity. Renewal of the existing stock is occurring through individual lot redevelopment where a single dwelling is demolished and replaced by 3 - 4 dwellings. Traditional dwellings are interspersed with contemporary detached dwellings with two storey extensions, and small lot townhouse style buildings.

Future Redevelopment Considerations

- Housing diversity is supported by excellent access to school, train station and tram services, and opportunities for family dwellings should be encouraged.
- Existing commercial zoning and built form provides a more intense built form that can be adapted, reused and expanded.
- Heritage considerations are relevant in the south-east section of this precinct relating to residential development and early 20th century shop frontages with verandahs.
- As such, continuation of verandah elements as part of future development will contribute to this character and sense of place distinguishing this area from other parts of the Corridor. Provision of verandahs as shelter for the footpath can create a high level of pedestrian amenity for this precinct.
- Majority of sites have access from a rear lane or a side street as an option for vehicle access.
- This section of St Georges Road has more than 20 larger sites, including strategic sites, that provide redevelopment opportunities. This redevelopment opportunity is derived from frontages within this strip having a width of 15 metres or more, corner site access or existing 100% site coverage. Combined with rear lane access, these properties provide good redevelopment potential.
- Built form of 5-6 storeys has recently been proposed utilising the large sites of former industrial uses. A planning applications for 5 storey development has been approved on the corner of Gladstone Ave.

Figure 54 - Shop frontages with verandahs adjacent to the former Windsor Smith factory, Northcote

Source: Google Street View

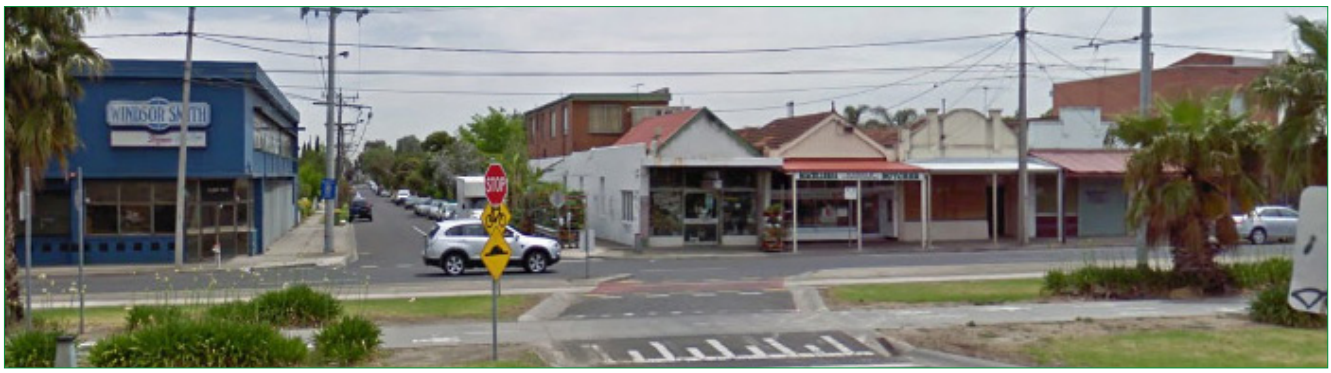
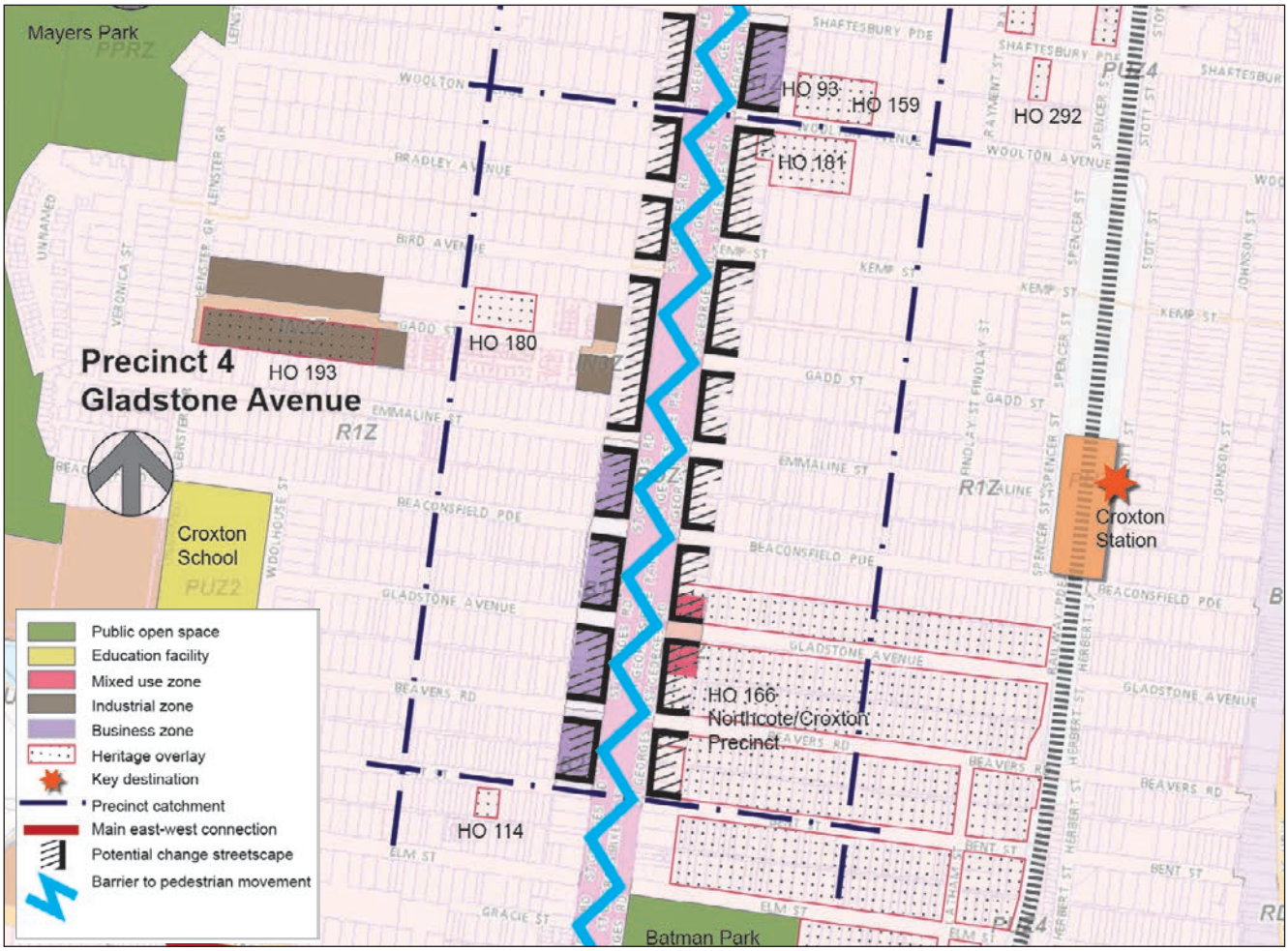
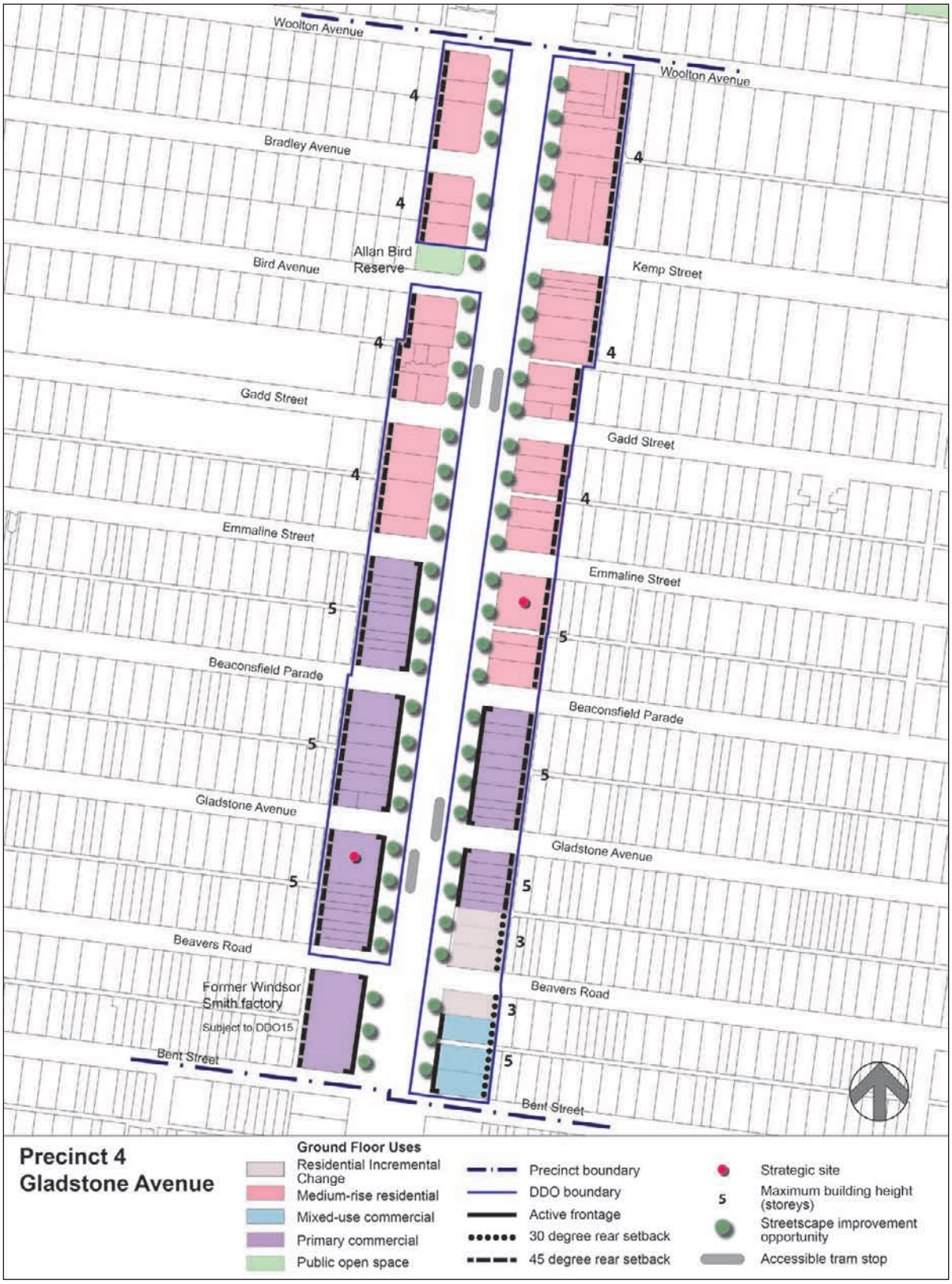


Figure 55 - Precinct 4 Existing Conditions Analysis



3.4 Precinct 4 - Gladstone Avenue

Figure 56 - Precinct 4 Framework Plan



Preferred Future Outcomes

This precinct has distinct differences from north to south (from Emmaline Street on the east and Beaconsfield Parade on the west) which merit different treatments. The southern section has strong potential as a mixed use cluster utilising the existing commercial zoning and built form. Redevelopment of these sites could achieve up to 5 storeys heights with built form extending to the front and side boundaries, reminiscent of the former industrial style buildings.

The northern context offers some redevelopment potential for more intense residential development up to 4 storeys in height, particularly where sites can be consolidated to mass the upper level form away from the rear and side boundaries.

Land Use

In sections of this precinct there is a change in zone at the rear sensitive interface of the adjoining residential properties. The built form, amenity and height expectations are different within business zones. The desire to keep a similar proportion of mixed use activity in these sections of the Corridor dictate a higher ceiling and requirement for an active frontage at ground level.

Existing Commercial and Mixed Use zoned land on the east and west has potential for conversion over time to create opportunities for local businesses. Changes to the Mixed Use Zone have been proposed by State Government and the revised controls will allow for residential uses at ground level. As this is not desirable, land in the Mixed Use zone should be rezoned to ensure active commercial uses are maintained on these sites. Given the Mixed Use Zone occupies half of two blocks (on either side of Gladstone Ave) a more cohesive and consolidated outcome could be achieved by rezoning the Mixed Use zone sections as well as the residential zoned land within these blocks.

Built Form

- On sites with non-residential zoning, consolidation of sites could allow for built form of 4-5 storeys providing a 45^0 building envelope projecting from a height of 3m at the boundary of the adjoining property.
- New residential development in the northern part of the Precinct could achieve up to 4 storey heights with a 45^o building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Verandahs over the footpath should be incorporated along the St Georges Road frontage to provide weather protection.
- Buildings will be of high quality design to support the preferred streetscape character.

3.4 Precinct 4 - Gladstone Avenue

Public Realm

- As this Precinct has a former industrial street-edge it will rely on a high quality redeveloped public realm to off-set the hard-edge industrial feel and some of its amenity.
- Investigate the potential for tree planters (with the ability to support deep root system) in the car parking lane to beautify the streetscape.
- Increasing facilities for parking of bicycles at the extended kerb on the St Georges Road /Gladstone corner and explore potential to introduce bicycle parking in the central median.
- Provide appropriately located, attractive and accessible pavement outstands at key side street intersections incorporating public seating, shelter/shade, waste/recycling bins and signage as appropriate.
- Improve pedestrian amenity along St Georges Road by providing high quality footpaths, street furniture, soft landscaping and increased shade and shelter opportunities.
- Incorporate water sensitive urban design techniques to maximise efficient use / treatment of stormwater when designing new streetscape improvements.
- Create a sense of identity and assist permeabiliy of the corridor through consistent wayfinding signage at key intersections and gateways.

Movement and Access

- Development should encourage a high quality public realm incorporating a safe pedestrian amenity adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind.
- Redevelopment should provide improved walking access including:
    - Clearer sight lines around intersections
    - Weather protection to St Georges Road footpath.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Upgrade public laneways by providing lighting at night.
- Incorporate additional signalised pedestrian crossings around the Bent Street junction to provide east-west access as the activity cluster between Arthurton and Gladstone Roads expands (medium time frame).
- Improve the role of the pathway in the central median for both pedestrians and cyclists. It is essential that this path has adequate width for two way pedestrian and cycle traffic. Ideally, some low level treatment could be incorporated to separate bicycle and pedestrian zones.

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3.4 Precinct 4 - Gladstone Avenue

Figure 57 - **Summary Table of DDO controls for Precinct 4**

Precinct 4 - Gladstone Avenue

Objective:

To create vibrant mixed use development that creates active street level uses with high density dwellings at upper levels.

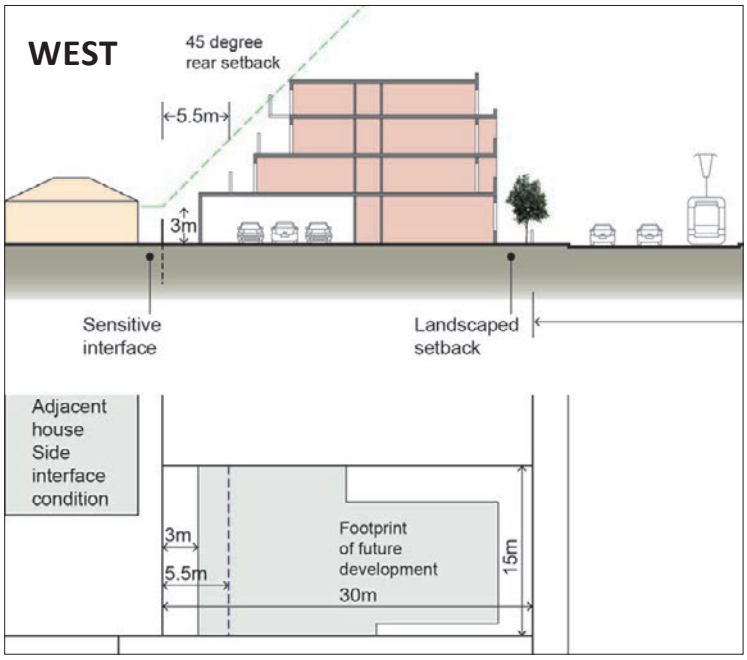
To achieve dwelling diversity and increased density through site consolidation and redevelopment of residential properties fronting St Georges Road.

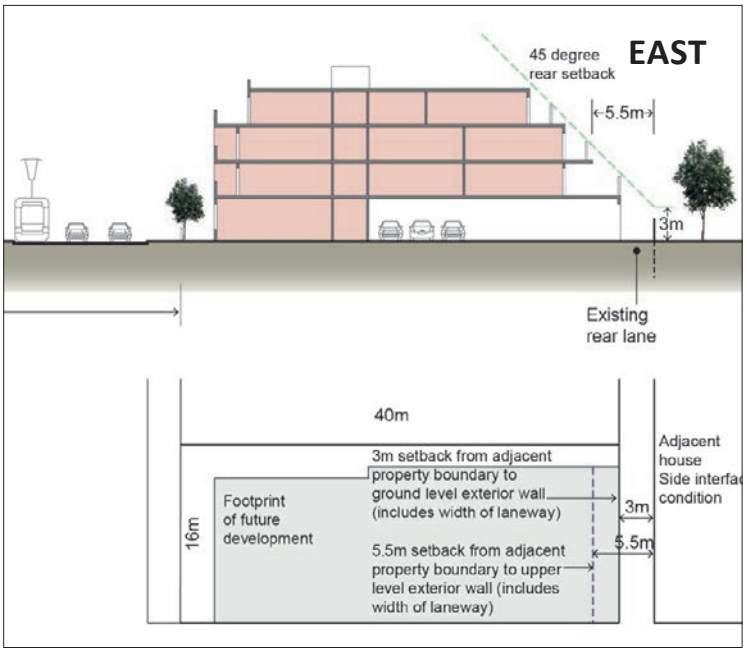
To ensure new development contributes diversity in types and sizes housing with larger dwellings with flexible formats supported on residential zoned land.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
176 - 182 St Georges Road - east side	5 storeys 17m	30°	Minimal change with additions to existing dwellings and potential for redevelopment through site consolidation where there are no heritage constraints. 30° rear setback responding to adjacent Heritage Overlay, NRZ1 and lack of rear laneway. No high solid front fences.
184 - 196 St Georges Road - east side	3 storeys 11m	30°	30° rear setback responding to adjacent Heritage Overlay and NRZ1.
198 - 252 St Georges Road - east side	5 storeys 17m	45°	The existing commercial building on the east side provide heritage facades that will be integrated into buildings up to 5 storeys in height subject to achieving appropriate heritage responses and setbacks from adjacent residential properties. Commercial uses will continue to provide an active role in this area serving the growing residential community.
254 - 300 St Georges Road (Emmaline St to Woolton Ave) - east side	4 storeys 14m	45°	Incremental levels of change are supported to increase housing densities particularly where consolidated lots can achieve strong built form outcomes and development efficiencies.
211 - 273 St Georges Road; 1/57 Emmaline St (Beavers Rd to Emmaline St) - west side	5 storeys 17m	45°	This area will be regenerated through redevelopment of existing commercial properties creating mixed used development in buildings up to 5 storeys in height incorporating high density housing within upper levels. Commercial development will build out to street edges and promote active frontages and reinforce a vibrant local destination.
279 - 321 St Georges Road (Emmaline St to Woolton Ave) - west side	4 storeys 14m	45°	Moderate levels of change are supported to increase housing densities particularly where consolidated lots can achieve strong built form outcomes and development efficiencies.
Strategic Site: Windsor Smith (195 St Georges Road) - west side	See DDO15	See DDO15	See Design and Development Overlay 15 (DDO15)

Figure 58 - Indicative Gladstone Ave Precinct cross-sections

Application of built form envelope shows the relationship between lot depth and building height. Shallow lots not able to be developed beyond 3 storeys without breaking through the envelope angle. Further consideration of built form height outside the envelope angle will be influenced by the need to generate a reasonable/rational floor plate. The challenge is to balance the need to contain development expectations within the angle and the consequential reduced apartment sizes (and often reduced internal amenity) generated to fit within the envelope.





3.5 Precinct 5 Normanby Avenue

Context

The intersection of St Georges Road and Normanby Avenue is a major east/west link connecting High Street through Brunswick to Pascoe Vale Road, Essendon. This access to the wider region provides opportunities for uses to harness this wider catchment and for built form changes to create distinctive landmark elements.

The tone for this area is set by the high proportion of properties with a built form unique to drive through convenience restaurants. Priority is given to car access on and off of these properties leading to increased possible conflict with pedestrians and an overall poor amenity in the public realm.

This precinct is largely commercial in nature with a large suburban motel and church on the south-east corner, take away food outlets on the north-west and old shopfronts on the north-east. This fragmented land use and built form pattern prevents a cohesive character and sense of place from being established.

The St Georges Motor Inn site has been identified as a strategic site that may be redeveloped in the long term. The built form is setback behind car parking, hidden by a high brick front fence from the street frontages. This condition is likely the result of the noise generated from this intersection. This design response doesn't create a memorable identity or contribute to a local character for this prominent corner. Similarly the uses don't harness the unique exposure of this key regional connection. At this stage there are no indications that this site will be redeveloped in the near future.

There are several signs of redevelopment in the area with double storey medium density development at the rear of Flamingos Pizza, along Normanby Ave. There are only a few remaining older houses along this section of the Corridor with a 4 - 6m setback and a notional garden space. It is becoming common for the garden space to be converted to hard surfaces to enable forward egress to St Georges Road.

Future Redevelopment Considerations

Public space on these edges is a conventional 1.2m footpath and a very narrow green strip which contains the occasional street tree and minimal landscaping around the drive-through food premises.

The built form on the corner of Normanby Ave and St Georges Road has potential to consolidate around this intersection with prominent buildings and active frontages. Site consolidation is necessary to support redevelopment to maximise the potential of this precinct.

Requiring zero front setbacks will assist to create a strong, mixed use character and role in this precinct.

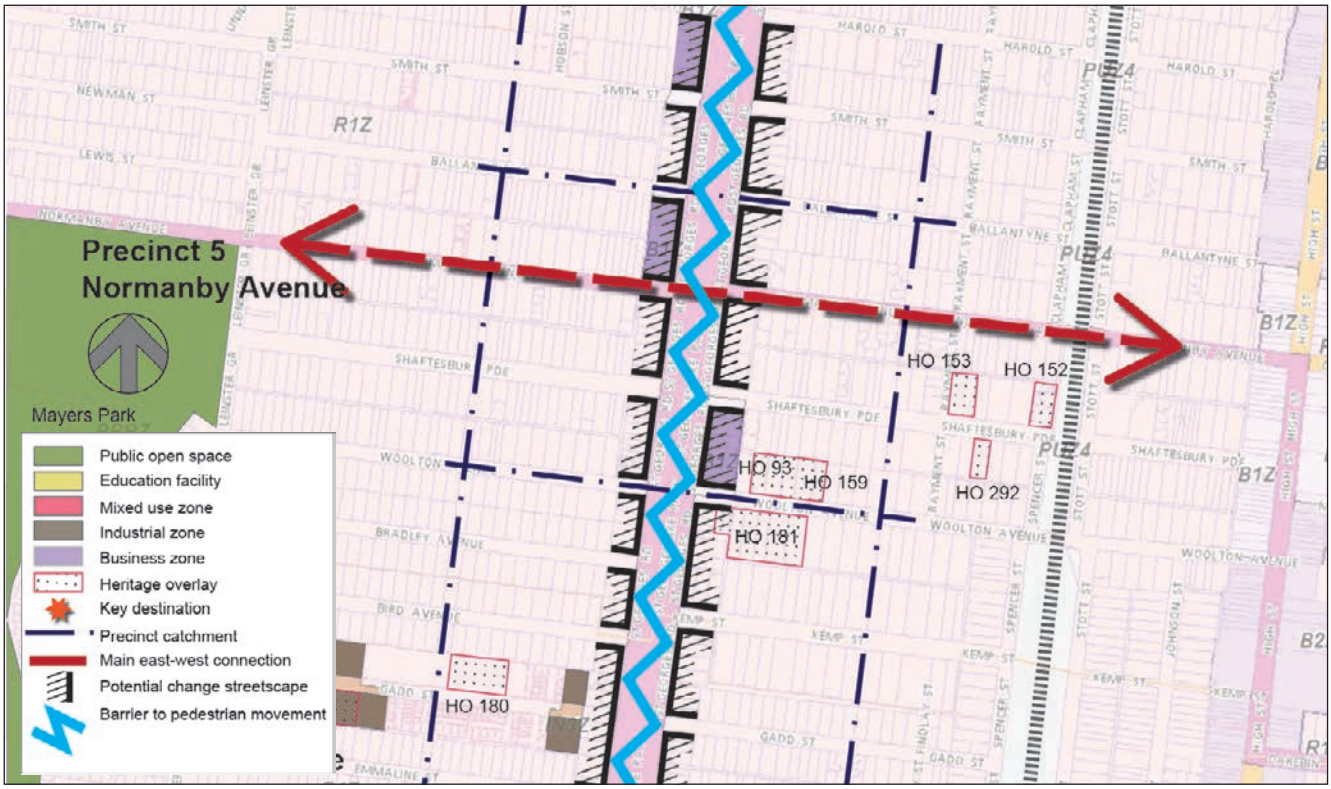
Rezoning to a business zone may be required for some sites to recognise and allow adaptation of the commercial/non-residential uses.

Public realm improvements will be necessary to highlight the emerging role of this area.

Figure 59 - St Georges Road old shopfronts and St Georges Motor Inn, Thornbury

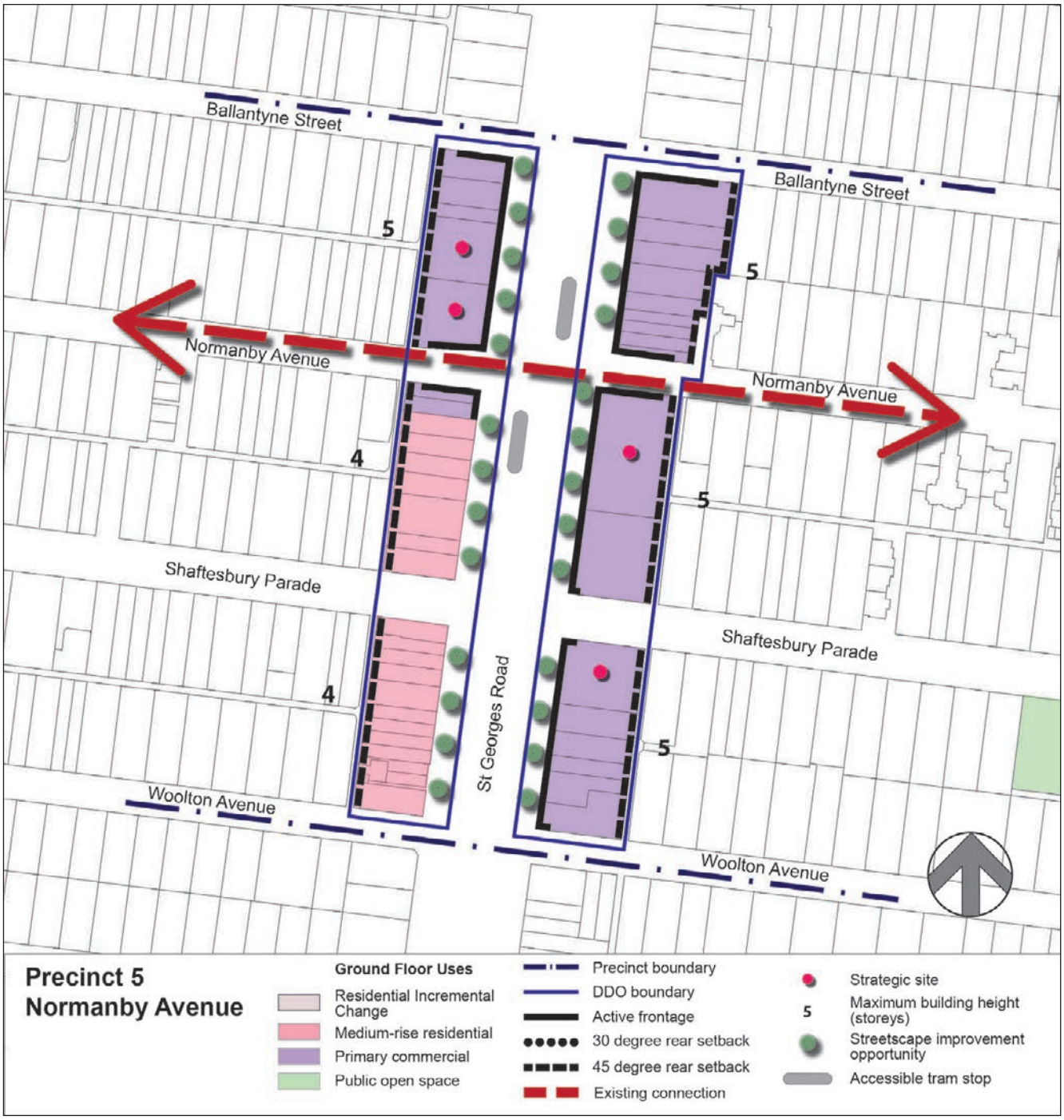
Source: Google Street View

Figure 60 - Precinct 5 Existing Conditions Analysis



3.5 Precinct 5 - Normanby Avenue

Figure 61 - Precinct 5 Framework Plan



Preferred Future Outcomes

The Normanby Ave intersection is at the heart of this precinct and is intended to become a more vibrant commercial area serving the local community as well as the wider community travelling along this key east-west connection. The built form on the corner of Normanby Ave and St Georges Road should establish a landmark corner that defines the sense of place around this precinct. Additional height of up to 5 storeys will be important to give both prominence and activity through upper level residential uses around this commercial cluster.

Land Use

Existing commercial uses and old shop fronts on the east side of St Georges Road are within the Residential 1 Zone which limits the ability to redevelop or adapt these sites. Additionally, it is desirable to achieve greater height and activity in this location. Therefore, it is proposed to rezone some properties to recognise existing non-residential uses, reflect the landmark location and support change.

Built Form

The built form on the corner of Normanby Ave and St Georges Road should establish a landmark corner that defines the sense of place around this precinct. Additional height of up to 5 storeys will be important to give both prominence and activity through upper level residential uses around this commercial cluster.

- Consolidation of sites could allow for built form of 4 - 5 storeys providing a 45° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Zero front setbacks will be required on sites with commercial zoning to provide an active frontage and improve the public realm.
- Verandahs over the footpath should be incorporated along the St Georges and Normanby Ave frontage to provide weather protection.

Public Realm

- Increasing facilities for parking of bicycles on the St Georges Road and explore potential to introduce bicycle parking in the central median.
- Improve pedestrian amenity along St Georges Road and particularly at the intersection with Normanby Ave by providing high quality footpaths, street furniture, soft landscaping and increased shade and shelter opportunities.
- Create a sense of identity and assist permeability of the corridor through consistent wayfinding signage at key intersections and gateways.

Movement and Access

- Development should encourage a high quality public realm incorporating a safe pedestrian amenity adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind.
- Redevelopment should provide improved walking access including:
    - Clearer sightlines around intersections
    - Weather protection to St Georges Road footpath.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Upgrade public laneways by providing lighting at night.
- Incorporate additional signalised pedestrian crossings around the Bent Street junction to provide east-west access as the activity cluster around Arthurton Road expands (medium timeframe).

3.5 Precinct 5 - Normanby Avenue

Figure 62 - **Summary Table of DDO controls for Precinct 5**

Precinct 5 - Normanby Avenue

Objective:

To support landmark use and development on the corners of Normanby Ave and St Georges Road incorporating building height of 5 storeys with residential uses above ground floor commercial activities.

To achieve dwelling diversity and increased density through site consolidation and redevelopment of residential properties fronting St Georges Road.

To ensure new development contributes diversity in types and sizes housing with larger dwellings with flexible formats supported on residential zoned land.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
339 - 377 St Georges Road (Woolton Ave to Normanby Ave) - west side	4 storeys 14m	45°	Moderate levels of change are supported to increase housing densities particularly where consolidated lots can achieve strong built form outcomes and development efficiencies. The corner of St Georges Road and Normanby Avenue should have active frontages that promote the intersection as a local hub.
379 - 403 St Georges Road (Normanby Ave to Ballantyne St) - west side	5 storeys 17m	45°	Normanby Ave is an important east-west connection and development in this block should emphasise this entry corner by moving development to the street boundaries, articulating heights and incorporating quality design and materials. Regionally significant uses could be created within active ground level frontages and a diversity of higher density residential development above.
302 - 360 St Georges Road (Woolton Ave to Ballantyne St) - east side	5 storeys 17m	45°	Normanby Ave is an important east-west connection and development of corner blocks should emphasise this entry corner by moving development to the street boundaries, articulating heights and incorporating quality design and materials. Regionally significant uses could be created within active ground level frontages and a diversity of higher density residential development above.

Figure 63 - Indicative Normanby Ave Precinct cross-sections

On the east side the new suggested built form of a 4 - 5 storey development could fit comfortably within a 45^0 building envelope, pushing the bulk towards the front of the lot. This envelope includes the existing rear lanes on both sides, and indicates a preference for business uses at ground level to provide an active frontage and improve pedestrian amenity.

It is unlikely that this full development potential could be achieved on a single lot and would rely on the consolidation of a number of lots to form an efficient development parcel. This consolidation will net more efficient building footprints and development yields and are encouraged. Redevelopment on corner sites is preferred to enable access from the side street or rear of the lot. Direct access off the side street or rear lane to car parking spaces at the rear or in a basement is recommended.

Although a mimimal front setback is suggested this requirement will vary depending on the status of frontage condition. It is important to provide a good public/private interface in an urban context with some variation on sites where an active frontage is not required and a greater allowance should be made for landscaping. Council may require increased setbacks on commercial properties to facilitate an increased footpath width

3.6 Precinct 6 Hutton Street

Context

This Precinct is centred around Hutton Street, which incorporates a tram and bus interchange, and provides local and specialty retail uses and some remnant industrial uses on the west side of St Georges Road. Narrow footpath widths of less than 2m create poor pedestrian amenity, not to mention, provide no opportunity for enhancement with street furniture or landscaping. This may in turn limit the viability and adaptability of existing commercial uses as the narrow footpath discourages passing foot traffic and a vibrant street life.

The transition of St Georges Road in this area has begun with 2-3 storey townhouse developments utilising large sites and have setback from the road edge due to poor amenity of this location. An increased built form of residential development is expected along St Georges Road where on-site amenity can be managed through modern construction materials and techniques, and amenity impacts on adjacent properties can be controlled by respectful rear setbacks.

The northern section of the west side has a cohesive pattern of residential development dating from the mid 20th century, dominated by low brick fencing, open gardens and single storey brick dwellings with tiled roofs. Reduced amenity is apparent from high front fencing, particularly towards the north of the precinct, where the Number 112 tram turns west into Miller Street and trams turn east into the Preston Tram Depot.

There is a mix of uses on the east side of St Georges Road south of Hutton Street, including a former petrol station, church, and mechanics workshop scattered amongst early to mid-20th century houses. The east side is entirely residential to the north of Hutton Street but incorporates a range of dwelling types and forms, including freestanding timber bungalows, 1960s car-court units and more recent 2 storey medium density residential developments.

Figure 64 - Motor garage and church at Smith Street, Thornbury

Source: Google Street View

Strategic Sites

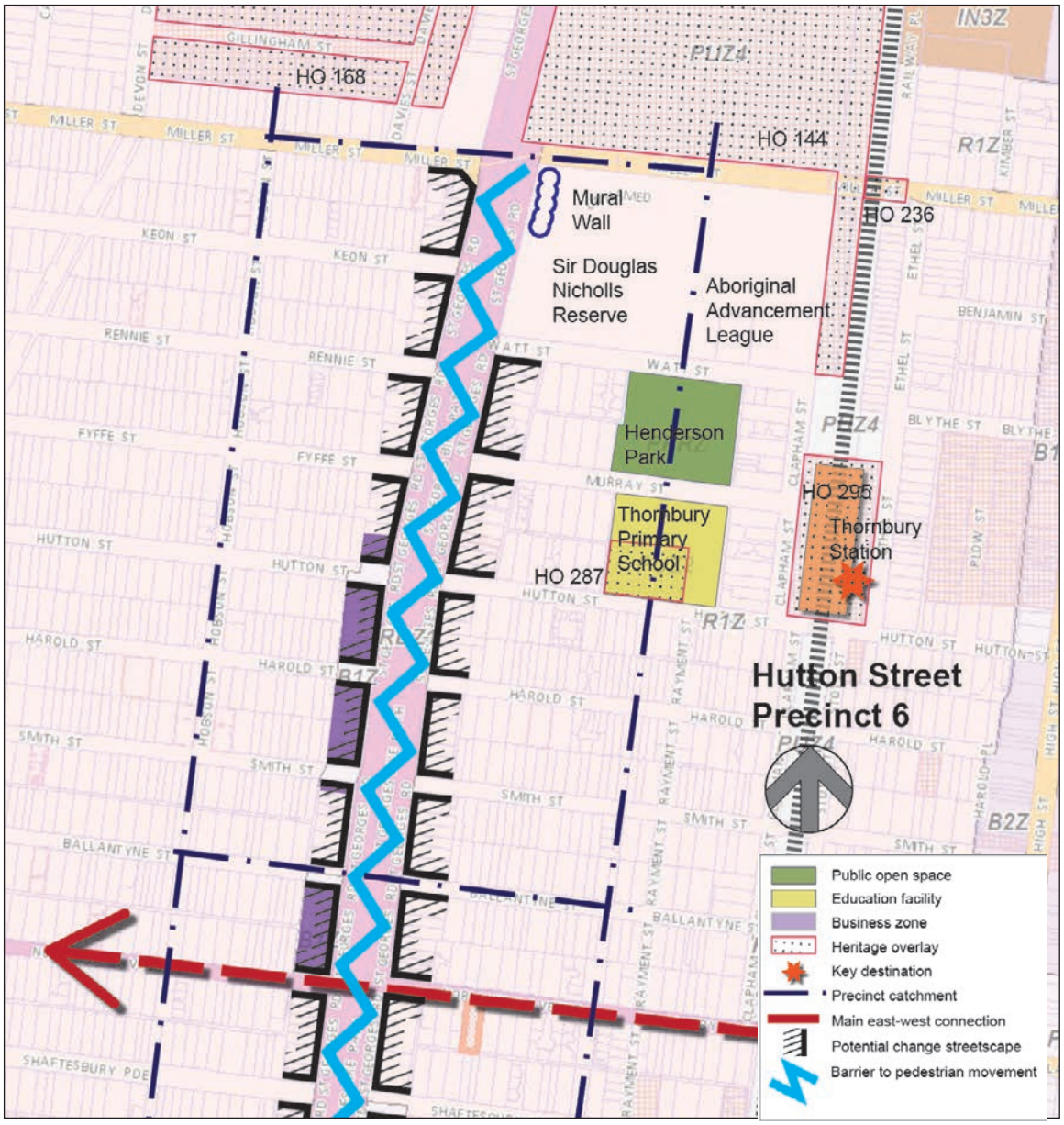
There are two existing strategic sites in this Precinct, one occupied by a petrol station and the other by a single dwelling.

The diversity of lot sizes in this precinct ranges from smaller lots that are the result of previous subdivision (350m²) and can range up to 850m² and 900m² in size. Consolidation of several of these lots to form strategic sites in excess of 1000m² will unlock capacity.

Future Redevelopment Considerations

- Narrow footpaths in some sections currently limit redevelopment and reuse potential and opportunities to improve this aspect of the public realm should be pursued.
- Redevelopment in the north of the precinct should generally maintain a residential role with some opportunities for mixed use activities within ground floor tenancies (particularly at Miller Street intersection).
- Hutton Street is a locally prominent intersection with opportunities for intensification of its local convenience role.
- Higher development capacity can be realised by continuing the zero front setbacks and high site coverage within commercial areas.
- Amenity impacts of the tram dominated intersection at Miller Street should be managed through sensitive design treatments supplemented by noise attenuation measures in new development.
- Public realm improvements will be necessary to highlight the prominent role of this area and improve the pedestrian amenity and experience within this precinct (particularly on the west side of St Georges Road), around the Miller Street Intersection and opening out Sir Douglas Nicholls Reserve to have a greater presence in the Precinct.

Figure 65 - Precinct 6 Existing Conditions Analysis



3.6 Precinct 6 - Hutton Street

Figure 66 - Precinct 6 Framework Plan

Preferred Future Outcomes

A greater mix of activities will occur by clustering uses around the existing Commerical 1 Zoned land with residential uses above. This is to leverage off the locational advantages offered by the access to public transport. It is important that as new development occurs consideration is given to the public/private interfaces to ensure a safe and positive character is created. It is considered essential that redevelopment allow for widening the footpath/front setback on the west side of St Georges Road to ensure a vital and vibrant commercial pocket can evolve in this area.

Land Use

This precinct has two commercial blocks in the south-west section, parkland on the north-east corner (Sir Douglas Nicholls Reserve) with the remainder of the precinct residential uses and zone. The block between Ballantyne and Smith Street on the west side of St Georges Road contains ~~is~~ a mix of built form and commercial and residential uses, and is zoned Commerical 1. The blocks on either side of this area are in the Residential 1 Zone. The Residential 1 Zone anomaly between Ballantyne and Smith Streets could be rectified through a rezoning to Commerical 1 Zone. This would create a continuous and cohesive commercial precinct to contribute towards the commercial revitailisation of this area into a local, business neighbourhood.

On the east side between Harold Street and Hutton Street is a petrol station, and several small businesses and two dwellings in a Residential 1 zone. It is suggested that this area be rezoned to a Commercial 1 zone to better reflect the existing uses and direct future redevelopment towards multi-storey buildings with increased residential densities and mixed use activity at ground level.

Built Form

- Consolidation of sites could allow for built form of 4-5 storeys providing a 45° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Zero front setbacks can be allowed on sites with commercial zoning.
- Extension of the footpath on the west side of St Georges Road and north of Smith Street will be achieved by a consistent 1 metre setback from St Georges Road as this area redevelops.
- Verandahs over the footpath should be incorporated along the St Georges frontage to provide weather protection in commercial areas.
- Buildings will be of high quality design to support the preferred streetscape character.

Public Realm

- Effectively extend the public realm by providing a minimum 1 metre front setback from St Georges Road.
- In the long term, incorporate landscaping improvements to provide a sense of green and light and shade.
- Increase facilities for parking of bicycles on the St Georges Road and explore potential to introduce bicycle parking in the central median.
- Improve pedestrian amenity along St Georges Road and particularly at the intersection with Hutton Street and Miller Street by providing high quality footpaths, street furniture, soft landscaping and increased shade and shelter opportunities.
- Incorporate Water Sensitive Urban Design techniques to maximise efficient use/treatment of stormwater when designing new streetscape improvements.
- Create a sense of identity and assist permeability of the corridor through consistent wayfinding signage at key intersections and gateways.

3.6 Precinct 6 - Hutton Street

Movement and Access

Improvements to the Corridor streetscape and along the adjoining side streets are necessary to address the issue of on-street car parking demand. Where new access and egress points are created and on-street car spaces are lost there is the need to manage pedestrian access and safety. A comprehensive approach to the management of on-street car parking demand is essential.

- Pedestrian movement needs to be reprioritised to improve the currently compromised amenity contributed to by fast moving traffic and narrow footpaths within this precinct.
- Development should encourage a high quality public realm incorporating a safe pedestrian amenity adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind.
- Redevelopment should provide improved walking access including:
  - Clearer sightlines around intersections
  - Weather protection to St Georges Road footpath.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Upgrade public laneways by providing lighting at night.

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3.6 Precinct 6 - Hutton Street

Figure 67 - Summary Table of DDO controls for Precinct 6

Precinct 6 - Hutton Street

Objective:

To create vibrant mixed use development that creates active street level uses with high density dwellings at upper levels.

To achieve dwelling diversity and increased density through site consolidation and redevelopment of residential properties fronting St Georges Road.

To ensure new development contributes diversity in housing types and sizes, including larger flexible dwellings, on residential zoned land.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
407 - 491 St Georges Road - west side	5 storeys 17m	45°	Encourage redevelopment to maximise site coverage and support high densities and built form. Provide a minimum setback of 1m from the St Georges Road frontage for properties north of Smith Street to extend the footpath and improve pedestrian amenity. Create opportunities for active frontages along St Georges Road with weather protection provided over adjacent footpaths.
493 - 543 St Georges Road - west side	5 storeys 17m	45°	Encourage lot consolidation to create more efficient development parcels and access. Provide a minimum setback of 1m from the St Georges Road frontage to extend the footpath and improve pedestrian amenity.
378 - 408 St Georges Road (Ballantyne St to Harold St) - east side	4 storeys 14m	45°	Encourage lot consolidation to create more efficient development parcels and access to support high densities and built form.
410 - 430 St Georges Road (Harold St to Hutton St) - east side	5 storeys 17m	45°	Encourage redevelopment to maximise site coverage and support high densities and built form. Create opportunities for active frontages along St Georges Road with weather protection provided over adjacent footpaths.
432 - 456 St Georges Road, 38A Hutton St, 12 - 14 Murray St, 11 - 17 Watt St (Hutton St to Watt St) - east side	4 storeys 14m	45°	Encourage lot consolidation to create more efficient development parcels and access to support diversity and built form.

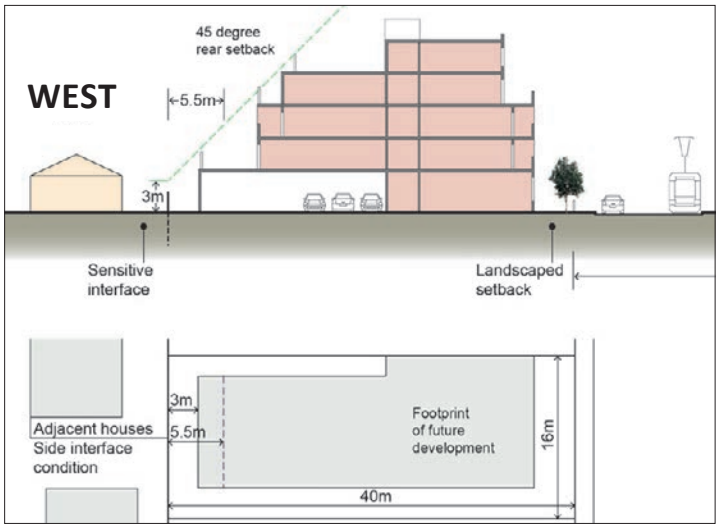
Figure 68 - Indicative Hutton Street Precinct cross-sections

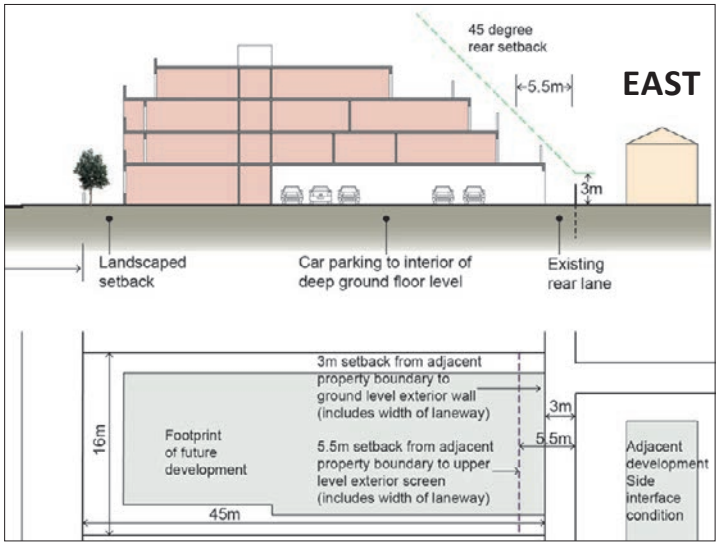
This cross-section is through the northern part of the Precinct which has residential uses at ground level on both sides of St Georges Road. A larger floor plate can be achieved due to the increased lot depth of approximately 45m with car parking contained at ground level sleeved under the rear of the building.

The front setback reflects the former dwelling edge and provides for landscaping now that the car access is via a side street or rear lane. Even though there is no requirement for active frontages in this section, it is important to provide a good public/private interface in an urban context. This can be delivered with some variation on sites where an active frontage is not required and a greater allowance should be made for landscaping. Although a minimal front setback is suggested this requirement will vary depending on the status of frontage condition.

The suggested new built form of a 4 - 5 storey development could fit comfortably within a 45° building envelope, pushing the bulk towards the front of the lot. This envelope includes the existing rear lane on the east side.

This consolidation will net more efficient building footprints and development yields are encouraged. Redevelopment on corner sites is preferred to enable access from the side street or rear of the lot. Direct access off the side street or rear lane to car parking spaces at the rear or in a basement is recommended.





3.7 Precinct 7 Oakover Village

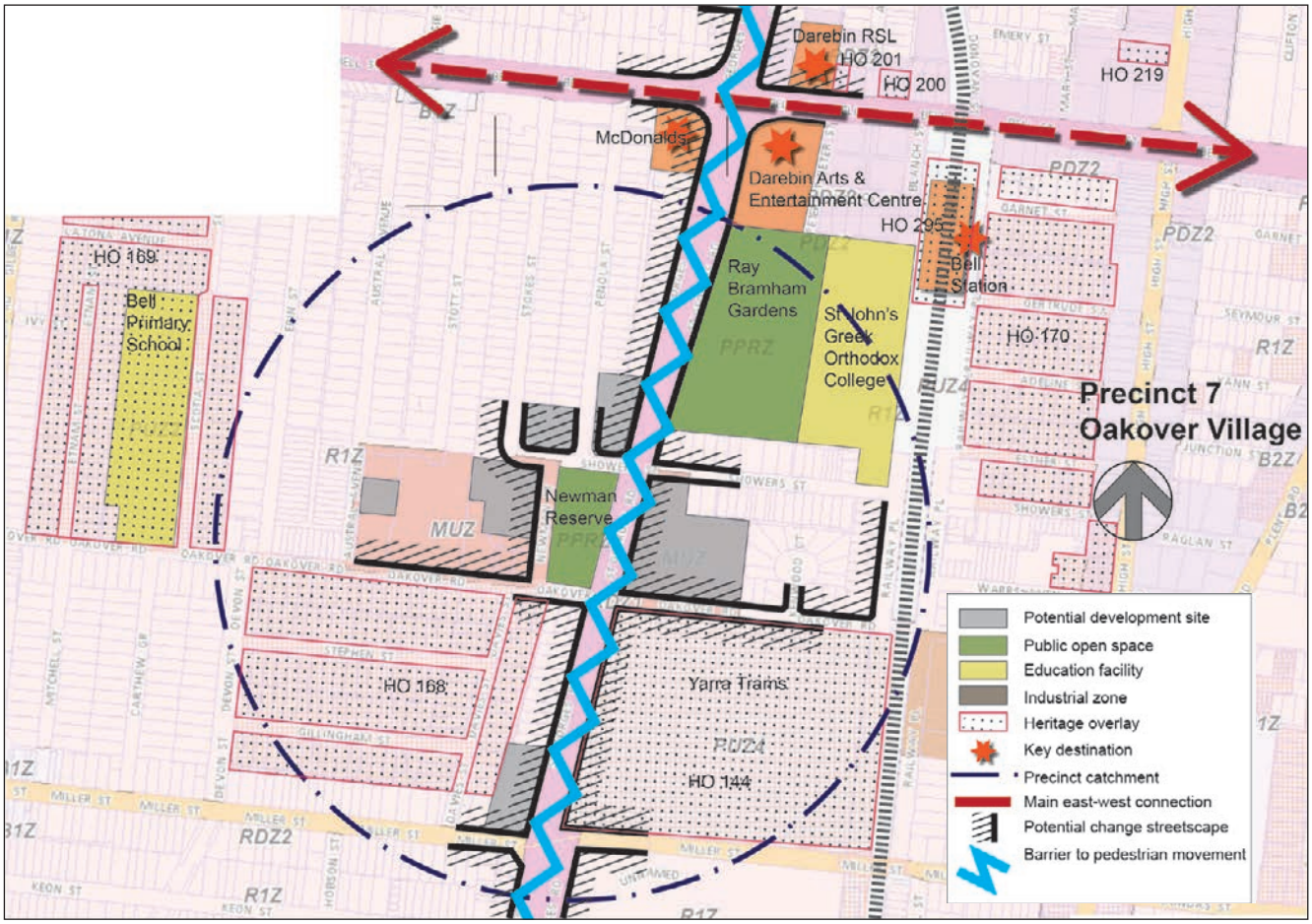
Context

Along Oakover Road, in the vicinity of St Georges Road, is a collection of remnant industrial sites (some contaminated), Newman Reserve, Yarra Trams Depot, St John's Greek Orthodox college and Ray Bramham Gardens.

The residential area includes a significant number of vacant sites currently in the ownership of the Department of Human Services. This area is incoherent in its presentation with an ad hoc development pattern. It presents a renewal opportunity within walking distance of Train, Tram and the SmartBus services (PPTN).

North of the new village, the St Georges Road frontage on the eastern side is taken up by the Ray Bramham Gardens and the Darebin Arts and Entertainment Centre. To the rear of this is the St John's College and Bell Train Station. Opposite these gardens on the western edge is a row of detached dwellings on lots that vary in depth. The corner position is held by a strategic site which currently contains a convenience restaurant (McDonalds).

Figure 69 - Precinct 7 Existing Conditions Analysis



Oakover Village Design Workshop

Preliminary investigation has shown that several sites around the intersection of Oakover Road and St Georges Road are potential redevelopment sites. There are at least seven sites in residential and mixed use zones and a mix of public and private ownership that warrant specific focus.

An informal design workshop session was held to consider the potential redevelopment yield and built form of the properties within the MUZ on Oakover Road and St Georges Road. The focus of the workshop was to examine the redevelopment potential for a number of former industrial sites that are vacant, under-utilised or contaminated.

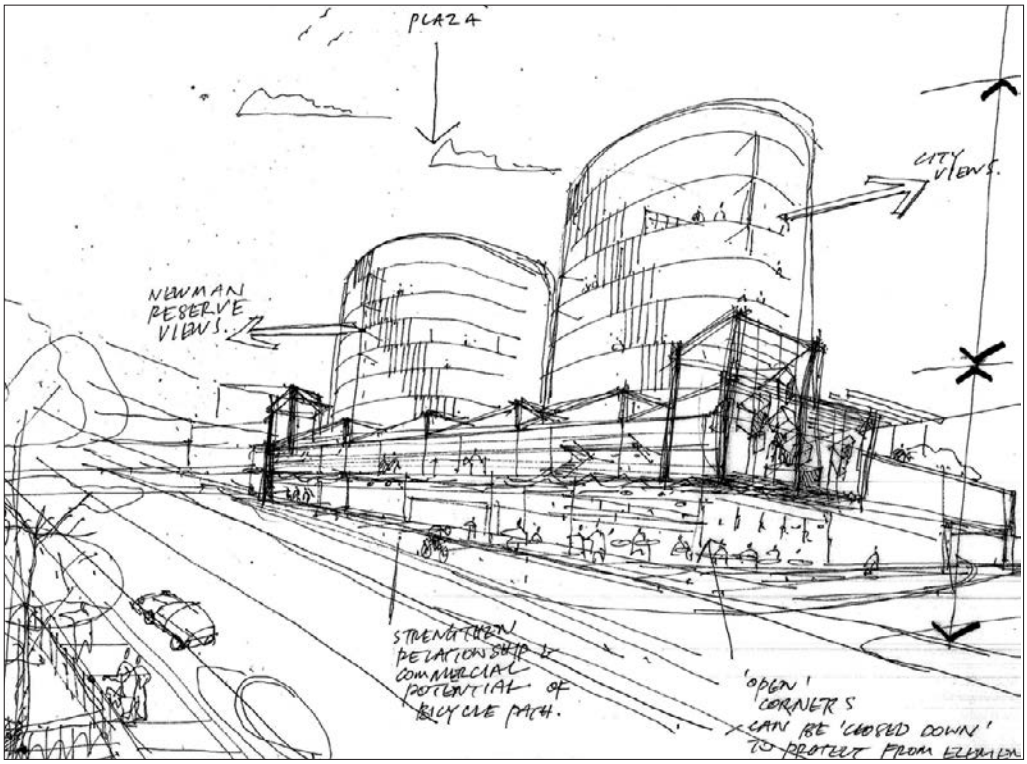
The workshop focused on the redevelopment potential of strategic sites and generated discussion with potential investors to draw out key considerations such as basement car parking and removal of land contamination which have the potential to inhibit much needed renewal in this precinct. This provided the opportunity to get a greater understanding and alignment between Council's and the market's views and will serve to foster a clear direction for growth and delivery of Council's expectations.

The workshop produced a number of concepts for the individual lots to be redeveloped in addition to how the Newman Reserve could be better framed (by development) and utilised. There are several infrastructure matters still to be worked through which will have an impact on the final precinct plan.

The indicative designs included the land west of St Georges Road, and premises located to the north of Showers Street, currently within the Department of Human Services portfolio. Further discussions need to be conducted with DHS to confirm the vision for this precinct.

A collaborative approach with land owners in planning for the coordinated redevelopment of this area could see a high amenity urban village emerge at this node, which is near Bell Train Station. This can also serve to remove some of the development pressure on nearby side streets within Thornbury and South Preston.

Figure 70 - Artist sketch of conceptual multi-storey development on St Georges Road, Oakover Village, Preston



3.7 Precinct 7 - Oakover Village

Public Realm

The current configuration of the Mixed Use Zone on the west side of St Georges Road prevents any mid-block access through the Precinct. This limits the walk-ability and the size of the local catchment that can conveniently access Newman Reserve and St Georges Road. Consideration was given during the workshop to providing a network of pedestrian connections through the Precinct, between new buildings and the adjoining streets.

Integrating With the Surrounding Neighbourhood

Sensitive interfaces can occur across a road where there is a significant change between uses or built form. This condition exists in places where residential uses are facing industrial or business zoned uses, and is further amplified where the new development is located on the north side of the road and the shadow cast will extend beyond the road reserve width. It is important to consider the level of amenity existing within the front setback (gardens vs car parking space) of the lower scale residential use.

Sensitive interfaces are created across Austral Ave and Oakover Road with the proposed new development of 4 - 8 storeys needing to step down to the surrounding low scale residential uses.

Figure 71 - Newman Reserve existing conditions

Source: Google Street View

Newman Reserve

One of the main attractions of the area is Newman Reserve. Perceptions about the Reserve being in poor condition and under-utilised are largely attributed to the surrounding environment of blighted industrial sites. The Reserve is covered by a Special Building Overlay in recognition of the major drainage infra-structure below ground and the potential for overland flooding. This has direct implications for the built form which must be raised a certain level above the Mel-bourne Water flood levels.

Several alternative configurations for the park position and layout were considered during the workshop. The park currently has its longest edge exposed with only a low timber log railing fence to St Georges Road. Although there is play equipment located in the park, there is the perception it is unsafe due to the exposure to St Georges Road.

Thought was given to the benefits to be gained if the park were relocated off St Georges Road to a quieter residential street nearby. This would require a land exchange or the sale of public land and purchase of land from adjoining land owners. While a site directly adjoining St Georges Road would have some commercial appeal, it is tempered by the constraints of the Special Building Overlay. Although a number of different options were considered it was decided the

Figure 72 - Alternative configuration of Newman Reserve and surrounding built form

most efficient course of action was to redevelop the park in its current location. There is the opportunity to 'ring fence' development contributions collected from this area to feed back directly into upgrading the park, the general public realm and local infrastructure.

Furthermore, there is an opportunity to comprehensively engage the community in the park renewal process.

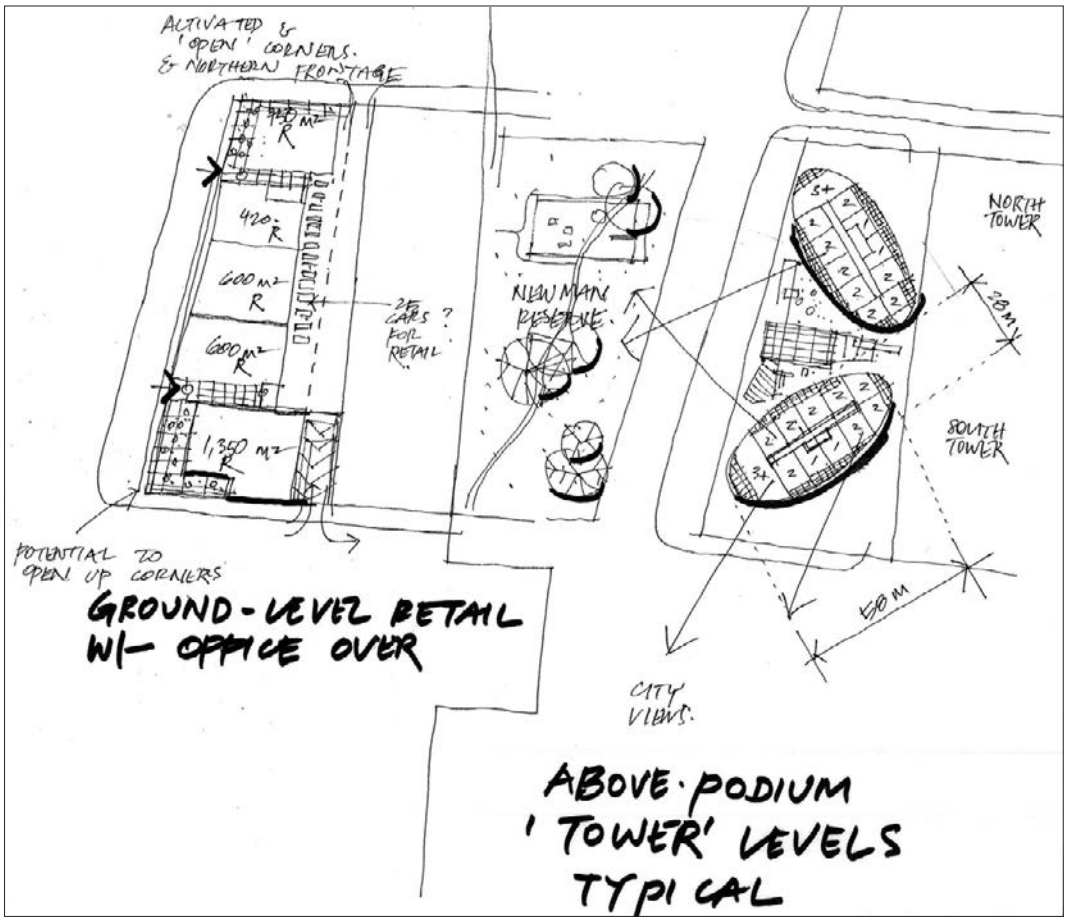
Broader Benefits

The benefits from the application of this scenario include maximising the yield and taking a good proportion of growth pressure off more sensitive areas and less-well services areas.

Other benefits include increasing the local catchment for public transport. Additional demand will trigger the need for upgrading the existing service levels in frequency and number of services available.

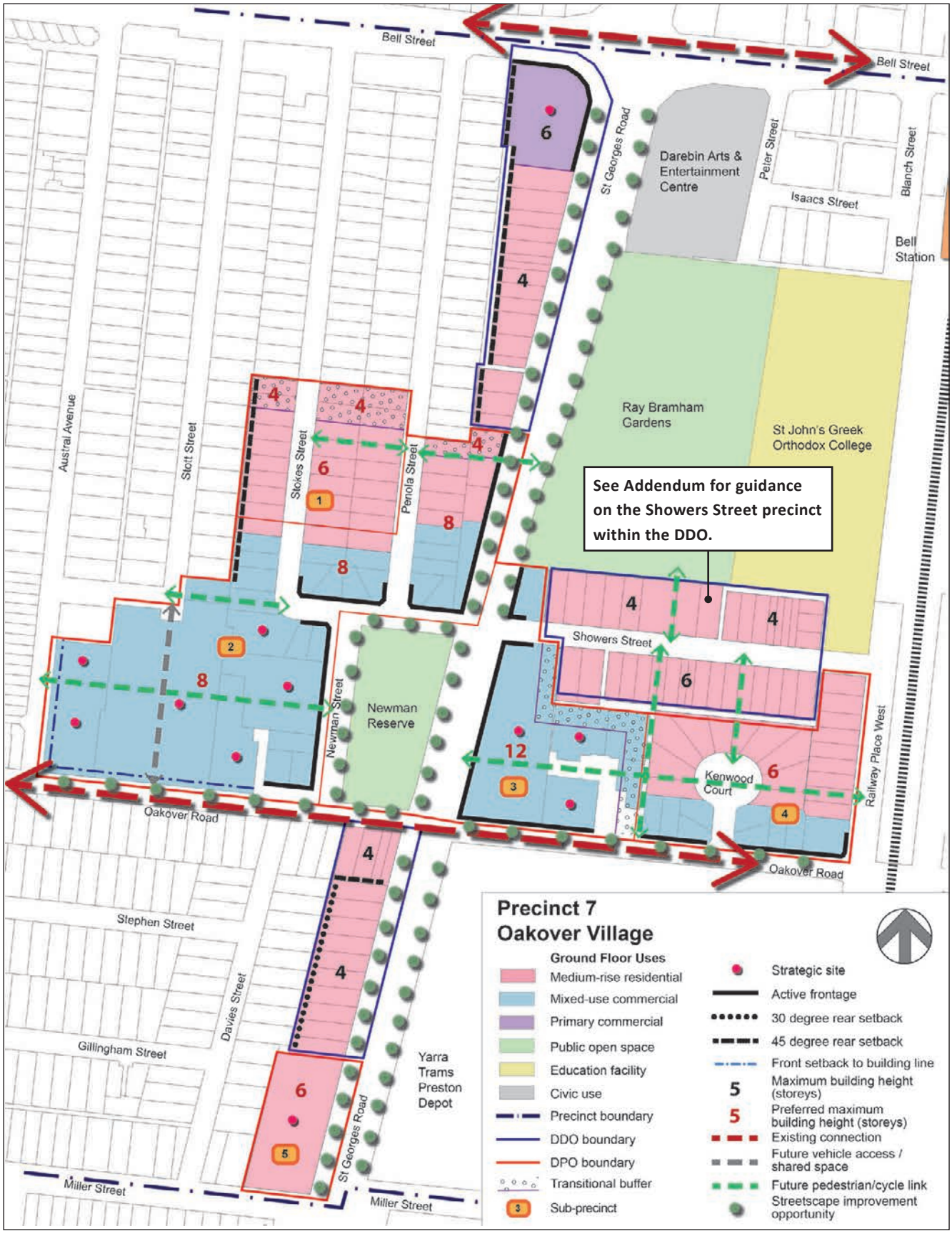
This increased local catchment will also support existing local businesses and in some circumstances create a demand for expansion and new businesses into the area. This level of change would also create an attractive location for new small scale businesses to establish and generate more local employment. Reflecting the increased population diversity attracted to apartment living as well as potential new commercial premises on and near major arterial roads.

Figure 73 - Concepts for podium and towers on St Georges Road multi-storey development



3.7 Precinct 7 - Oakover Village

Figure 74 - Precinct 7 Framework Plan



Preferred Future Outcomes

The area requires further work on a more detailed and area specific framework plan, to properly capture and guide future development opportunities. The Precinct presents a similar opportunity to the Junction Precinct when it was identified as a strategic redevelopment area over 10 years ago.

There is the long term potential to develop an additional 1,000 units in this area in the form of 1, 2, and 3 bedroom apartment style units in several multi-storey buildings. This is likely to generate a new community of approximately 2,100 people in a range of household configurations. This increase in population will be able to support a range of local retail and small scale businesses that could form a neighbourhood activity centre within an established Mixed Use Zone area.

This redevelopment will open the opportunity to renew Newmans Reserve as a high quality community focal point and create a pedestrian network creating new connections through the precinct and to Bell Train Station.

Land Use

Vacant land north of Newman Reserve is suitable for increased residential density to leverage the amenity offered by the park. A change in land use zone to either Residential Growth Zone or Mixed Use Zone to facilitate this increase is recommended. The MUZ would allow an active frontage at ground level and the opportunity for home-based businesses to locate opposite the park, with flexibility for a range of commercial uses that would overlook and activate the park edge.

The existing strategic sites within the MUZ do not require any further change in zone.

Properties along the western edge of St Georges Road between Showers Street and Bell Street should be rezoned to facilitate their redevelopment. Consolidation of several lots is encouraged where lot depth does not allow a reasonable building footprint and built form to be contained within a 45° angle at the sensitive residential interface.

Guidelines

Built form street setbacks are varied throughout the overall precinct to create a number of conditions as follows:

- Along Newman Street to allow for outdoor dining and activity opposite the park;
- Along the northern edge of Oakover Road (west of St Georges Road) to increase footpath area and allow car parking and cycle paths to be established within the road reserve;
- To provide space at ground level to buildings within the Precinct that have a northern aspect;
- To create a separation between built form to support a reasonable level of internal amenity at upper level (daylight/sunlight); and to allow for transition between ground level and the raise floor levels required by the Special Building Overlay;
- Verandahs over the footpath should be incorporated along the St Georges frontage to provide weather protection;
- Buildings will be of high quality design to support the preferred streetscape character;
- Architectural features and rooftop equipment should be designed, located and/or screened in a manner that is integrated with the overall design of the building and minimises visibility of building services from adjoining roads, the opposite side of the street and private open space areas;
- Elevations fronting public streets and open spaces should provide visual interest and support safety and a sense of activity;
- New buildings and additions should be designed in a manner that is respectful of existing heritage places;
- Buildings at the rear of a site should be designed to follow the topography of the land and respond sensitively to each residential interface.

3.7 Precinct 7 - Oakover Village

Built Form

Land within the residential zone opposite the tram depot could achieve up to 4 storey heights with a 30° building envelope projecting from a height of 3 metres at the boundary of the adjoining property.

- Development with frontages to streets other than St Georges Road should have a building street wall of no more than 3 storeys. Higher storeys should be set back from the street and at an adequate distance to create a separation between the lower and upper parts of a building. On large sites, additional storeys should be located toward the centre of the site.

Public Realm

- Effectively extend the public realm by providing a minimum 1 metre front setback where footpath has a width of 2.5 metres or less.
- In the long term, incorporate landscaping improvements such as street trees to provide a unifying feature, a sense of green, light and shade throughout the neighbourhood.
- Increase facilities for parking of visitor bicycles on St Georges Road, Newman St, Showers St, and Oakover Road.
- Incorporate Water Sensitive Urban Design techniques to maximise efficient use/treatment of stormwater when designing new streetscape improvements and adopt a precinct approach to water management.

Movement and Access

- Pedestrian movement needs to be reprioritised to improve the currently compromised amenity contributed to by fast moving traffic and narrow footpaths within this precinct. New development either side of St Georges Road offers the opportunity to improve pedestrian east/west connections to provide improved pedestrian safety when crossing St Georges Road.
- Development should encourage a high quality public realm incorporating a safe pedestrian amenity adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind and improve the Oakover Road and footpath condition on the north side to be gained from setting new development back 1m - 2m to provide safe and amenable walking access.
- Redevelopment should provide improved walking access including:
    - clearer sightlines around intersections by recessing buildings from corner edges and using low level landscaping;
    - weather protection to St Georges Road footpath;
    - wider footpaths where high pedestrian activity is expected; and
    - logical and easy access into buildings.
- Upgrade walking and cycling routes to and through the Corridor to ensure they are interesting, pleasant and safe environments.
- Ensure an integrated apporach to public lighting and encourage building foyers and commercial frontages to be sited and lit to assist with passive surveillance and night time safety throughout the precinct.
- Upgrade public laneways by providing lighting at night.
- New development at ground level must provide universal access from the front of the building or main entrance.
- Avoid right-turning vehicles across the St Georges Road tram tracks including U-turns and encourage use of “Left in” and “Left out” only vehicle access in accordance with the *Public Transport Guidelines for Land Use and Development, 2008.*

Figure 75 - Summary Table 1: DDO controls for Precinct 7

Precinct 7 - Oakover Village (Design and Development Overlay controls)

Objective:

To ensure that new development on identified strategic sites leverages the locational advantages (in particular Newman Reserve, Ray Bramham Gardens, Bell Station access, schools, Darebin Arts and Entertainment Centre), the urban context, and supports the consolidation of an emerging Neighbourhood Activity Centre (Oakover Village). Achieve this through delivering a taller built form with particular emphasis on a high quality public/private interface and public realm pivoting off St Georges Road.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
Strategic Site 411 Bell Street (cnr St Georges Rd and Bell St) - west side	6 storeys 20m	45°	Reinvigorate the Bell Street/St Georges Road intersection with a gateway development heading south along St Georges Road with high quality built form that complements the Darebin Arts and Entertainment Centre opposite, and maximises the high exposure corner for viable commercial uses. Upper levels could accommodate a mix of commercial and residential uses turning away from the traffic-dominated Bell Street frontage.
39 - 69 St Georges Road (opposite Ray Bramham Gardens) - west side	4 storeys 14m	45°	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
1 - 19 St Georges Road, (opposite Yarra Trams Depot) - west side	4 storeys 14m	30°	30° rear setback responding to adjacent Heritage Overlay, NRZ1 and lack of rear laneway.
9 - 13 Oakover Road (opposite Yarra Trams Depot) - west side	4 storeys 14m	45°	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options. Maximise opportunities for outlook over Newman Reserve.
19 - 49 and 22 - 50 Showers Street (between Railway Place East and St Georges Road, adjacent to Ray Bramham Gardens and St John's Greek Orthodox College)	19 - 49 (south side): 6 storeys 20m 22 - 50 (north side): 4 storeys 14m	45°	See Addendum for additional guidelines.

3.7 Precinct 7 - Oakover Village

Figure 76 - Summary Table 2: DPO controls for Precinct 7

Precinct 7 - Oakover Village (Development Plan Overlay controls) To create a high amenity urban village through a coordinated and staged redevelopment approach that provides services and amenities for the local area. To encourage the use and development of the area for appropriate residential, commercial, retail, service and related uses that will increase the economic and social functions of the centre in accordance with the sub-precinct guidelines.			
Sub-precinct	**Preferred max. height**	**Rear setback**	**Additional guidelines**
Sub-precinct 1 6 - 20 and 11 - 27 Stokes St, 2 - 16 and 5 - 19 Penola St	6 storeys 20m	45°	Built form will transition to the lower scale sensitive residential properties to the north via a maximum built form consisting of 4 storeys.
Sub-precinct 2 **Strategic Sites:** Bounded by Oakover Road, Austral Ave, Stott St and Newman St; 56 - 66 Showers Street, 1 - 9 and 2 - 4 Stokes St, 1 - 3 and 2 - 16 Penola St, 31 - 37 St Georges Rd	8 storeys 26m	In area bounded by Oakover Rd, Austral Ave, Stott St and Newman St, no rear sensitive interfaces with residential zones. 45° along Showers St, Stokes St, Penola St and St Georges Rd.	A number of multi-storey residential buildings with mixed uses at ground level within a podium arrangement. Achieve a high quality design for future commercial, retail and residential premises and improve the visual amenity and public realm in particular, a renewed Newman Reserve between St Georges and Newman Street and Oakover Road frontages. The built form will consist of a podium (1 - 3 storeys) with taller built form up to 8 storeys (potentially as separate towers given the area of the site), setback to provide useable communal space at the top podium level. Transition to residential uses across the streets would be addressed through front setback and height requirements, with the built form along Oakover Road and Austral Avenue frontages consisting of a maximum of 3 storeys. On sites fronting Showers St, Stokes St, Penola St and St Georges Rd, there will be increased residential density in multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options. Built form will transition to the lower scale sensitive residential properties to the north along St Georges Rd and Penola St via a maximum built form consisting of 4 storeys.
Sub-precinct 3 **Strategic Sites:** 30 St Georges Road and associated development parcels, 52 - 54 Showers St	12 storeys 38m Showers St: 6 storeys 20m	45°	Multi-storey residential with mixed uses at ground and first levels within a podium arrangement. Achieve exemplary architectural form and high quality design for future commercial, retail and residential premises and improve the visual amenity and public realm along St Georges and Oakover Road frontages. The built form will consist of a podium (1 - 4 storeys) with taller built form (potentially as separate towers given the area of the site) set back to provide useable communal space at the top podium level. The buildings will demarcate the Oakover Village, and be designed 'in the round' in response to the high visual exposure of the potential built form.

Table continued next page.

Precinct 7 - Oakover Village (Development Plan Overlay controls) (continued)			
Sub-precinct	**Preferred max. height**	**Rear setback**	**Additional guidelines**
Sub-precinct 4 **Strategic Sites:** Kenwood Court, 20 - 30 Oakover Road, and 1 - 19 Railway Place West	6 storeys 20m	45°	*Refer to framework diagram - active frontage along Oakover Road - mixed-use commercial.* Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options.
Sub-precinct 5 **Strategic Site:** 18A Miller Street	6 storeys 20m	30°	This site will provide for higher residential densities accommodating a range of dwelling sizes and types, including a mix of social/affordable housing. The building mass should be directed towards St Georges Road and Miller Street frontages. Development should achieve a transition in scale to the surrounding area, especially along sensitive interfaces. Main access to the site should be from Miller Street. Avoid right-turning vehicles across the Miller Street tram tracks including U-turns and encourage use of "Left in" and "Left out" only vehicle access in accordance with the *Public Transport Guidelines for Land Use and Development, 2008.*

Figure 77 - Indicative Oakover Village Precinct cross-section (west)

This figure shows the western portion of a cross-section through the Mixed Use Zone that runs along the north side of Oakover Road and across St Georges Road (see Figure 78 for the eastern portion). This area consists of several strategic sites (over 1000m²) ranging up to 6000m² enabling a number of larger building footprints to be developed.

The suggested new built form of a 4 - 8 storey development for the western side of St Georges Road, would require the bulk and building height to be pushed to the middle of the block away from sensitive residential interfaces. As there are no immediate sensitive residential interfaces, a rear setback building envelope has not been included. Instead new buildings are encouraged to be designed 'in the round', for viewing from all sides with appropriate separation distances to provide adequate internal amenity.

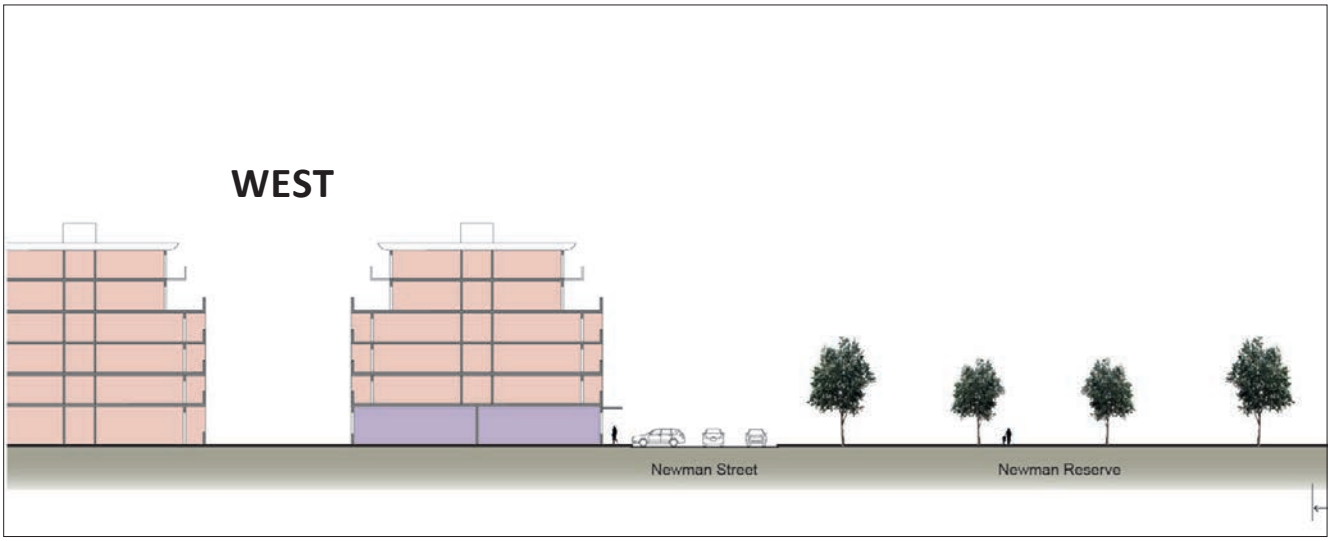
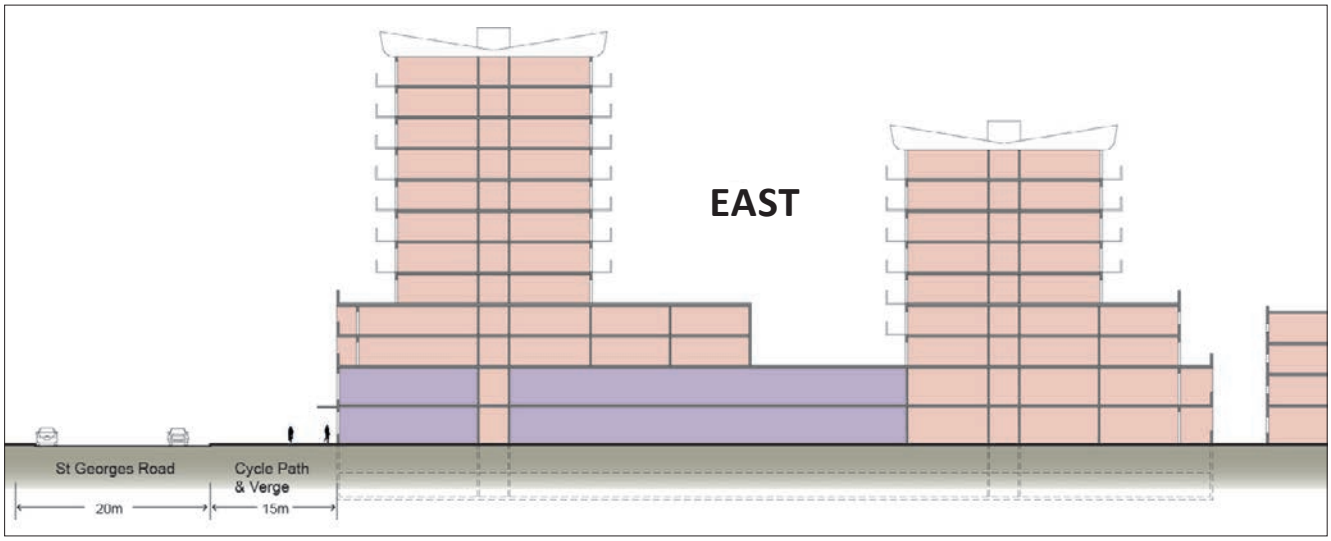


Figure 78 - Indicative Oakover Village Precinct cross-section (east)

This figure shows the eastern portion of a cross-section through the Mixed Use Zone that runs along the north side of Oakover Road and across St Georges Road (see Figure 77 for the western portion). This area consists of several strategic sites (over 1000m²) ranging up to 6000m² enabling a number of larger building footprints to be developed.

On the eastern side of St Georges Road at the corner of Oakover Road is a very large consolidated parcel (30 St Georges Road, 32-34 and 36 Oakover Road), potentially in single ownership which could support a taller tower and podium form. Heights of up to 12 storeys could be supported in this location with the bulk and mass directed to the middle of the lot surrounded by a lower scale podium of up to 3 - 4 storeys. This would reduce the impact on the existing adjacent residential development and direct most of the overshadowing impact towards Oakover Road, St Georges Road and the tram depot.

Given the comprehensive approach this precinct warrants it is anticipated that integrated car parking will be achieved through either basement parking or be sleeved within the building.



3.8 Precinct 8 Preston Central Western Edge

Context

This is an extremely diverse Precinct comprising residential pockets, alongside the regionally significant Melbourne Polytechnic Preston Campus (formerly NMIT), recent multi-storey apartment building and an under-utilised, commercial edge at the Bell Street intersection. It has excellent access to Preston Station and Preston Central.

The conditions are equally diverse at the southern edge of this Precinct at Bell Street, with a hostile amenity for pedestrians. While the traffic role of St Georges Road is reduced north of Bell Street there is still a need to improve the public realm and the central median is generous in width and only accommodates the shared trail, thus providing good visual amenity and a pedestrian scale. The emphasis on the pedestrian environment is to promote walking and cycling in and around the activity centre and the Preston train station and reduce private vehicle trips.

Built form varies from single storey attached cottages and detached dwellings to multi storey institutional buildings and apartment blocks. Within this mix are some strong redevelopment opportunities, particularly around Bell Street, Melbourne Polytechnic and the areas between St Georges Road and the railway line.

The precinct is within the boundaries of the *Preston Central Structure Plan (2005)* which at that time generally supported 3 storey development potential in the residential areas. The plan identified two landmark sites in the north-east of the Structure Plan (Precinct J) for heights of up to 7 storeys.

The *Bell Street Strategy* anticipated heights of 5 storeys on the north-west corner of Bell Street and St Georges Road, and the existing Priority Development Zone allows for 6 storeys on the north-east corner.

Future Development Considerations

- Existing controls apply over this area and will need to be reviewed (including the Preston Structure Plan, Priority Development Zone, Local Planning Policy at Clause 22.12 and Bell Street Strategy).
- Ensure controls allow capacity for future development to maximise the excellent location advantages available to this area.
- Fine grained subdivision of residential areas are a constraint to redevelopment opportunities unless there is consolidation of multiple lots.
- A large extent of the precinct provides frontage to Melbourne Polytechnic and preferred outcomes should be responsive to future plans and needs of this facility. The public/institutional interface should create a high quality pedestrian environment that supports safe walking and access over extended hours.
- Heritage controls apply to the former Preston Technical College building in the St Georges Road frontage to Melbourne Polytechnic and the War Service Homes south of Bruce Street extending to Bell Street.

Figure 79 - **Recently completed 'Building F' at Melbourne Polytechnic Preston campus, facing St Georges Road.**
Source: Martin Saunders Photography / Tectura Architects

Land Use

Land uses on St Georges Road, identified in the Preston Central Structure Plan as Precincts K, P, Q, J and I, sit at the edge of the Preston Activity Centre and are covered by Clause 22.11 Preston Central (Incremental Change) local policy. This policy considers the land uses surrounding the role in supporting the function of the activity centre. Precinct J, immediately next to Preston Train Station and Precinct I are earmarked for development in the range of 5 - 7 storeys due to their prime location and direct access to the rail line.

In and around the activity centre there are the following zones:

- Residential 1 Zone - which currently does not provide any direction on the built form or building height apart from Rescode, Clause 54 and 55;
- Priority Development Zone (to encourage priority development sites in the core of the Activity Centre); and Public Use Zone (Melbourne Polytechnic).

Figure 80 - **Precinct 8 Existing Conditions Analysis**

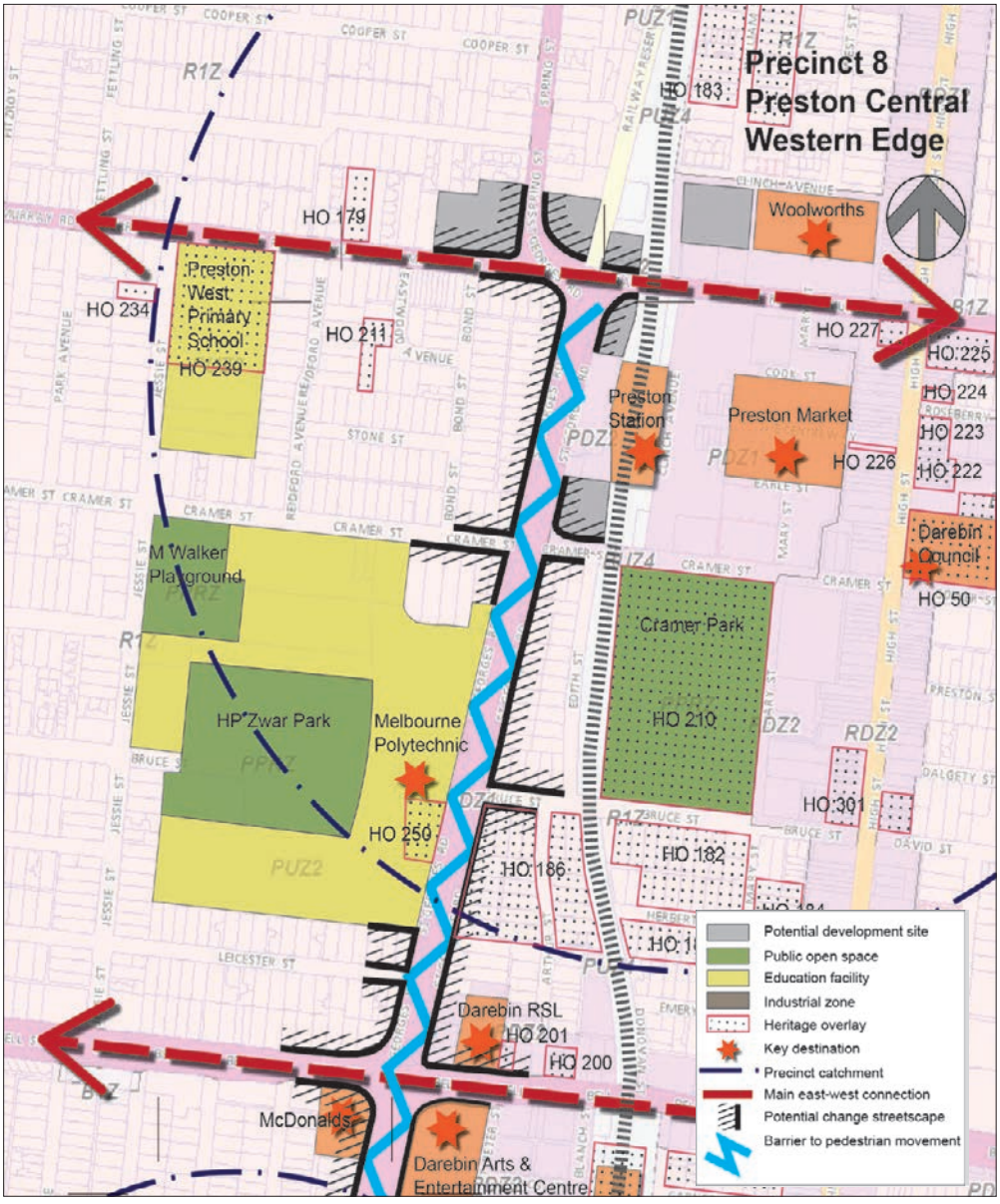
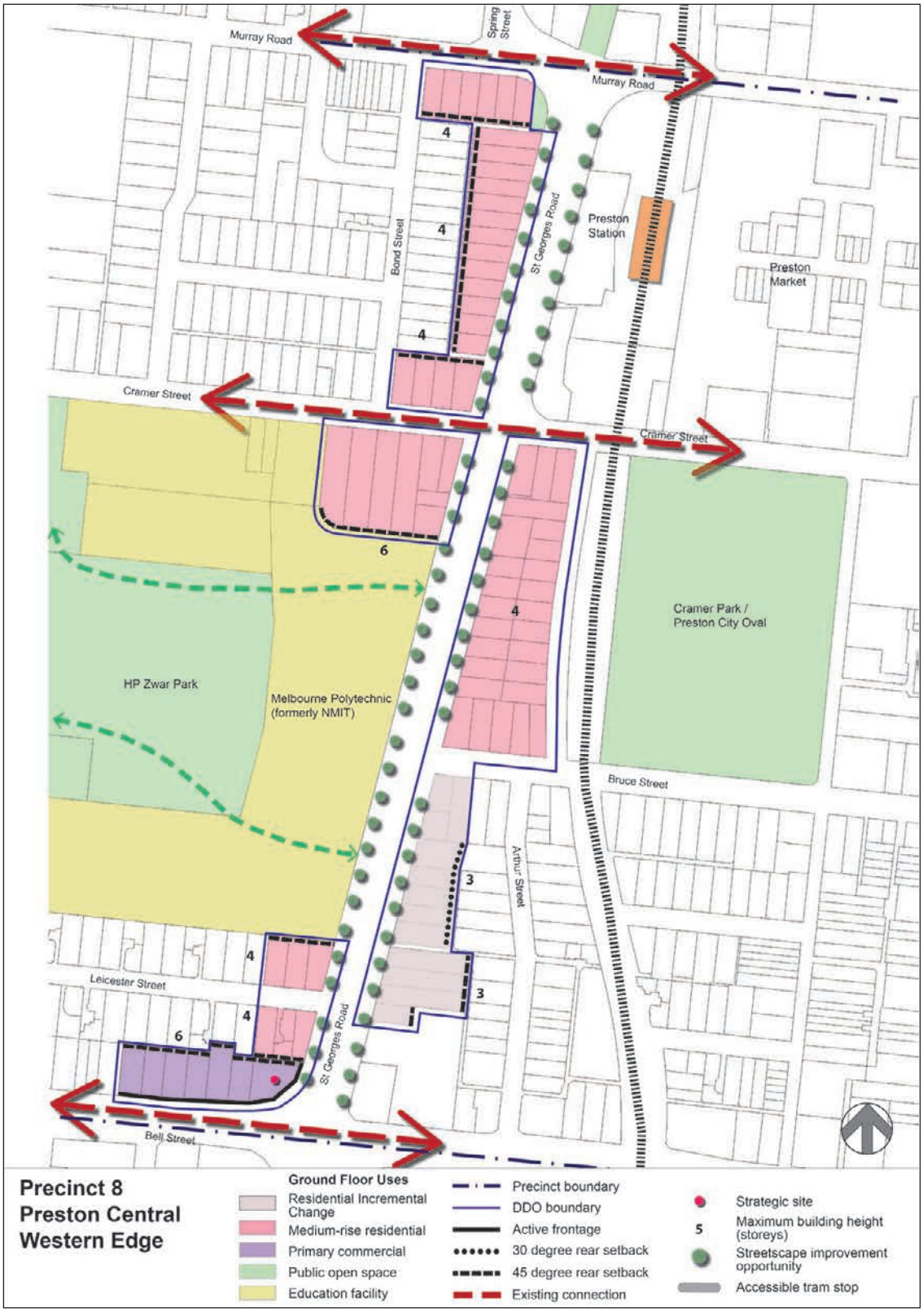


Figure 81 - Precinct 8 Framework Plan



Preferred Future Outcomes

New Development in this Precinct should work towards creating a cohesive character that recognises and supports the nearby Preston Central Principal Activity Centre. In the long term this area will be dominated by residential uses at higher densities, recognising the demand for student housing created by Melbourne Polytechnic, and to leverage the excellent locational advantages.

There may also be the demand for a mix of non-residential uses at the ground and potentially first floor levels given its proximity to the activity centre. This would have the additional benefit of creating more local employment and services for the locality.

The staging of this new development is indicated in the existing controls introduced through the *Preston Central Incorporated Plan, March 2007* and The *Bell Street Corridor Strategy, 2006.* It is preferable that the first wave of new development activity extends from the core of Preston Central outwards. A second wave of development (10 - 20 years) is expected in the medium term as the vitality of the area grows. This will see consolidation of residential lots along St Georges Road to create parcels with potential for greater density and built form up to 7 storeys in selected locations.

While the transport role of the road network in this Precinct remains a priority there is scope to improve pedestrian amenity and the public realm as a consequence of proposed new redevelopments along street edges.

Land Use

This study has identified an incongruity between the use, built form and amenity of properties which front Bell Street west of St Georges Road where commercial activity has traditionally existed within this area on land in the Residential 1 Zone. It is likely that these commercial activities benefit from existing use rights given the zoning doesn't encourage changes to these uses. The existing conditions, high exposure and limited impact on residential amenity support rezoning of this land to Business 1 Zone to recognise these non-residential uses and allow for commercial redevelopment, as part of addressing the transition from the St Georges Road and Bell Street outwards along the Corridor.

Figure 82 - **St Georges Road Precinct 8 indicative built form**

3.8 Precinct 8 - Preston Central Western Edge

Built Form

- As these priority redevelopment opportunities are realised it is likely that the small residential pockets fronting St Georges Road will experience development pressure and a second wave of development is anticipated. To maximise their locational advantages, site consolidation is encouraged to achieve 4 -5 storeys transitioning down to 3 - 4 storeys where interfacing residential areas.
- On sites with non-residential zoning and built form, consolidation of sites could allow for built form of 4 - 5 storeys providing a 45° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Land within the residential zone could achieve up to 4 storey heights with a 30° building envelope projecting from a height of 3m at the boundary of the adjoining property.
- Front setbacks on residential lots will be set back 2m - 3m to accord with existing development patterns.
- Zero front setbacks can be allowed on sites with commercial or public use zoning.
- Buildings will be of high quality design to support the preferred streetscape character.
- Architectural features and rooftop equipment should be designed, located and/or screened in a manner that is integrated with the overall design of the building and minimises visibility of building services from adjoining roads, the opposite side of the street and private open space areas.

Public Realm

- Create a focus for this precinct from the open space within the road reservation. Improvements could include more generous footpath widths, upgraded landscaping, iconic public art elements.
- In the long term, incorporate landscaping improvements to provide a sense of green and light and shade. Introduce open vistas through Melbourne Polytechnic to adjacent parkland .
- Create active frontages, particularly along the Melbourne Polytechnic frontage, on Bell Street corners and north of Cramer Street to improve the public realm and pedestrian walking experience.
- Increase facilities for parking of bicycles at commercial and institutional frontages on the St Georges Road.
- Incorporate water sensitive urban design techniques to maximise efficient use / treatment of stormwater when designing new streetscape improvements.

Movement and Access

- Encourage Melbourne Polytechnic to integrate the facility with the local area by opening the site and to include through pedestrian and cycle routes; open plaza areas, courtyards and laneways and concealing car parking and service facilities away from public views.
- Improve permeability through Melbourne Polytechnic by providing for the continuation of Bruce Street as an east-west pedestrian/cycle connection through to HP Zwar Reserve with potential for a northern link to Cramer Street joining Reidford Avenue. These links should incorporate wayfinding signage, lighting and all access path treatments.
- Wayfinding signage can play a significant role to support pedestrian and cycle access along routes with the best amenity.
- Encourage access through the precinct into the Preston Central core through public realm improvements.
- Pedestrian movement needs to be reprioritised to improve the currently compromised amenity resulting from fast moving traffic and narrow footpaths within this precinct.
- Development should encourage a high quality public realm incorporating a safe pedestrian amenity adjacent to the site including outcomes to improve movement from St Georges Road to the residential areas behind.
- Redevelopment should provide improved walking access including:
    - Clearer sightlines around intersections
    - Weather protection to St Georges Road footpath.
- Upgrade public footpaths and laneways by providing lighting at night given the extended hour of use expected in and around the activity centre and Melbourne Polytechnic.

3.8 Precinct 8 - Preston Central Western Edge

Figure 83 - Summary Table of DDO controls for Precinct 8

Precinct 8 - Preston Central - Western Edge

Objectives:

To provide for increased residential densities utilising the excellent locational attributes of this area.

To allow for a diversity of mixed use and residential outcomes based on the valued context features.

To recognise the important gateway at the Bell Street/St Georges Road intersection through high quality built form and active ground level frontages to both roads.

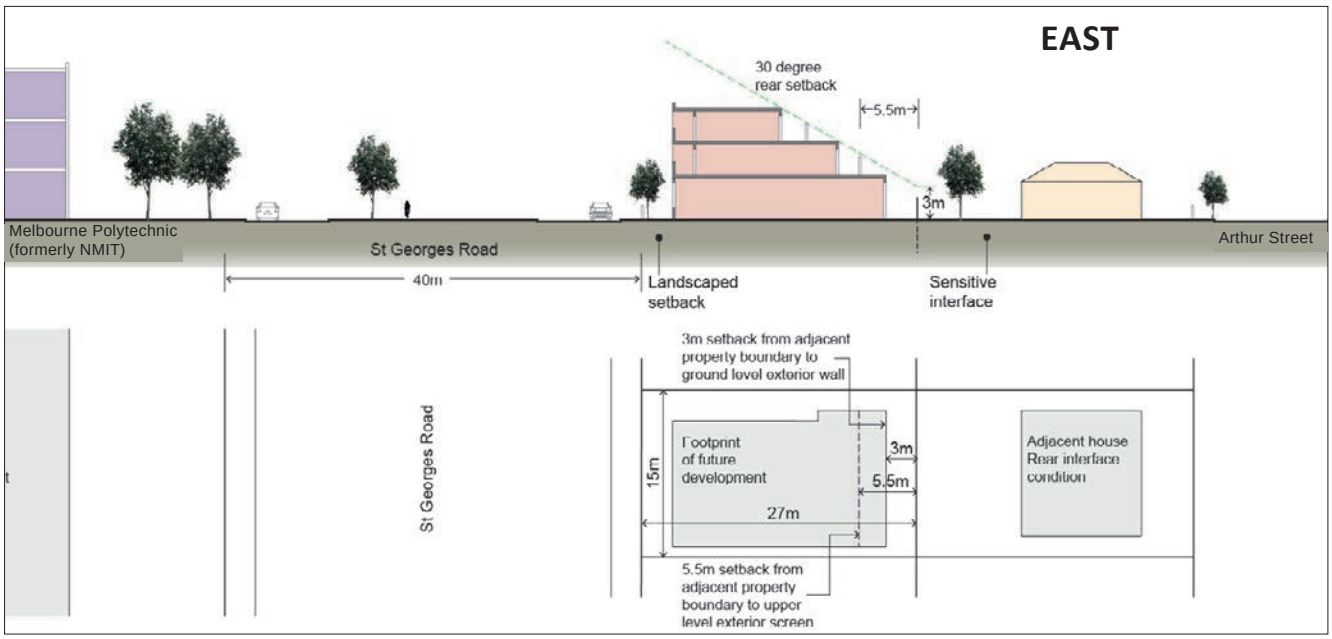
Sub-precinct	Maximum height	Rear setback	Additional guidelines
422 - 452 Bell Street (Bell St corner) - west side	6 storeys 20m	45°	Reinvigorate the Bell Street/St Georges Road intersection with a gateway development leading into St Georges Road from the west, with high quality built form that utilises the high exposure corner for viable commercial uses. Upper levels could accommodate a mix of commercial and north facing residential uses turning away from the traffic dominated Bell Street frontage.
Leicester Street corners and interface - west side	4 storeys 14m	45°	These sites can provide for increased residential densities in proximity to Preston Central with 4 storey height towards the St Georges Road frontage stepping down to the west in response to the local character of the area. A 45° built form envelope can be allowed given the commercial/institutional interfaces on either side of these properties.
91 - 93 St Georges Road, 29A - 39 Cramer Street (Cramer St corner adjacent to Melbourne Polytechnic) - west side	6 storeys 20m	45°	This prominent corner location has the potential for a landmark development with commerical and residential uses making use of the exceptional proximity to Preston Central and Preston Train Station. Built form should be of high quality to compliment recent development at Melbourne Polytechnic. Site consolidation would be required to achieve redevelopment.
32 - 38 Cramer Street, 99 - 123 St Georges Road, 309 - 331 Murray Road (Cramer St to Murray Rd) - west side	4 storeys 14m	45°	Consolidation of these sites can provide for increased residential densities in respect of proximity to Preston Central with 4 storey height towards the St Georges Road frontage stepping down to the rear at a 45° angle to protect the amenity of adjacent dwellings.
Sites bounded by St Georges Rd, Bruce St, Edith St and Cramer St; 68 - 74 St Georges Road - east side	4 storeys 14m	45°	This area has exceptional access to Preston Central and Preston Train Station and redevelopment is expected in a medium term timeframe (10+ years). Site consolidation would be required to achieve redevelopment including east to west site consolidation between St Georges Road and Edith Street. Subject to a site responsive design 3-4 storey heights would be acceptable.
76 - 84A St Georges Road, 35 - 37 Bruce Street (opposite Melbourne Polytechnic) - east side	3 storeys 11m	Part 30°, Part 45°	This area has exceptional access to Preston Central and Preston Train Station and redevelopment is expected in a medium term timeframe (10+ years). Site consolidation would be required to achieve redevelopment. 30° rear setback on lots adjacent to Arthur Street houses with rear interface conditions, responding to Heritage Overlay, NRZ1 rear condition and lack of rear laneway.

Figure 84 - Indicative Preston Central - Western Edge Precinct - cross-sections

This cross-section is through the southern part of the Precinct (within Precinct K of the Preston Central Structure Plan) which has residential uses facing Melbourne Polytechnic on the west side of St Georges Road. These residential lots are generally shallow (approximately 25m - 30m) deep with a sensitive interface at the rear to the east. Application of built form envelope shows the relationship between lot depth and building height. Shallow lots would not be easily able to be developed beyond 3 storeys without breaking through the envelope angle. Yet this built form is directly opposite the new Melbourne Polytechnic administration building which equates to at least four or more residential storeys.

Further consideration of built form height outside the envelope angle will be influenced by the need to generate a reasonable/rational floor plate. The challenge is to balance the need to contain development expectations within the angle and the consequential reduced apartment sizes (and often reduced internal amenity) generated to fit within the envelope. The suggested new built form of a 3 - 4 storey development could be accommodated generally within a 30° building envelope. Any further development would rely heavily on consolidation of lots to form more efficient development parcels.

The front setback reflects the former dwelling edge and provides for landscaping. Even though there is no requirement for active frontages in this section, it is important to provide a good public/private interface in an urban context given that the high proportion of students using Melbourne Polytechnic will be using public transport from this location.



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4.0 Precinct Strategies Plenty Road Corridor

4.1 The Junction South Preston

The Junction: Establishment

The South Preston area around the confluence of Plenty Road and High Street, known as The Junction, continues to be transformed from an industrial area in decline into an intensive urban activity centre. This high level of accessibility and central location made this neighbourhood attractive for business and manufacturing. This created an area densely populated by workers but containing few residents. Although the centre is being revitalised through the injection of more people living locally, the ability for local employment uses to be accommodated at ground level should be retained. The change has resulted in the construction of over 1000 apartments during the last 10 years.

This transformation is the result of *The Junction Integrated Development Plan 2001* which set the direction for future development and formed the basis for a zone change from industrial to business use. Referencing the Plan was the former *Clause 22.02 The Junction Local Area Plan* (now at Clause 22.01) policy and objectives, which facilitated mid-rise apartment-style buildings.

According to *The Junction Integrated Development Plan 2001*, thirteen recommendations were made to facilitate change in the land use and development activity. Those recommendations range from rezoning land from industrial to business zones, implementing a local planning policy to guide land uses and implementing a design and development overlay to guide new built form.

Changes to the Darebin Planning Scheme were implemented through Amendment C16 on 9 January 2003. A Business 2 Zone was used for most parts of High Street and Plenty Road, allowing a mix of commercial uses such as office spaces, supermarkets, retail shops as well as restaurants/take away premises with residential uses above.

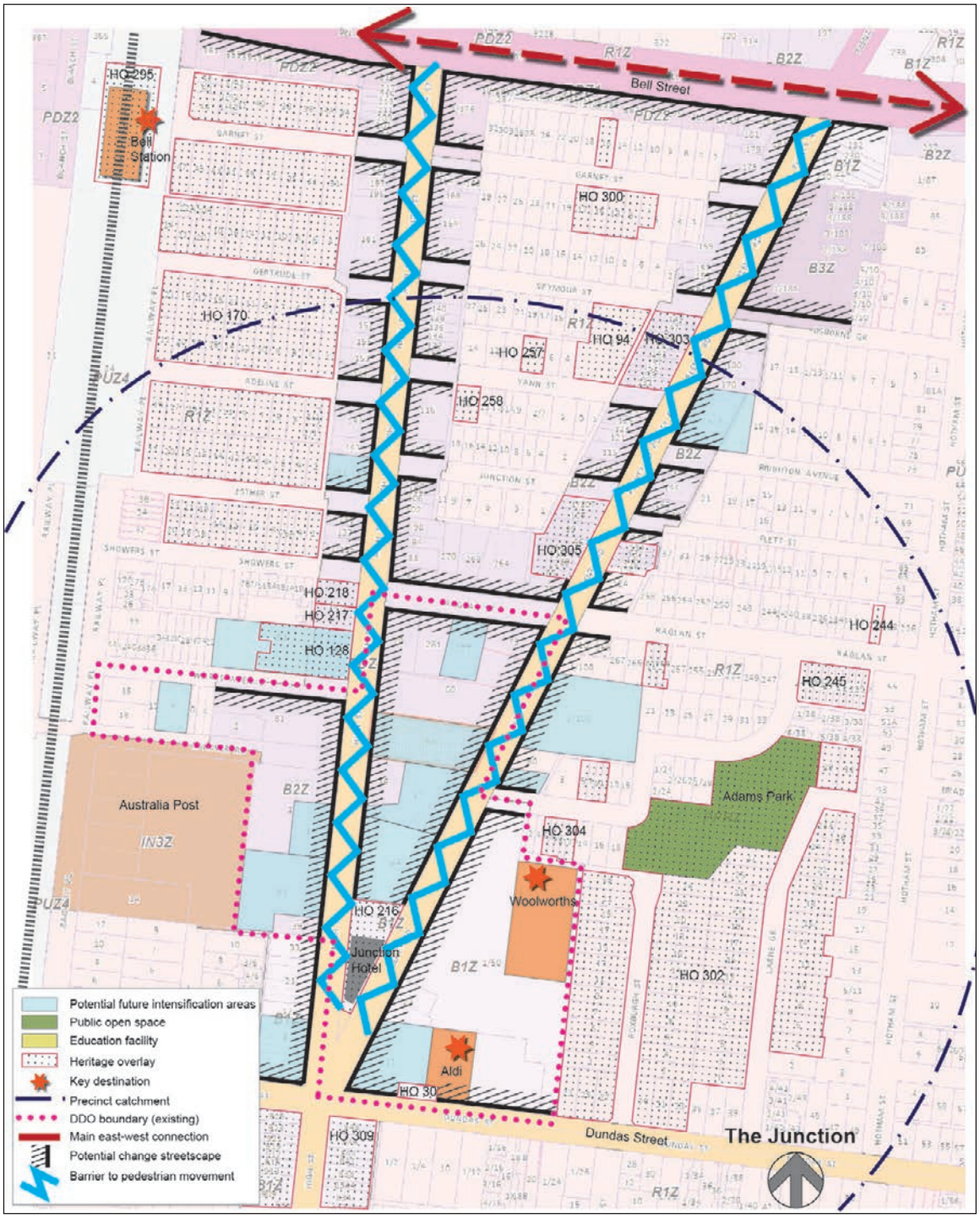
A Schedule 3 to the Design and Development Overlay (DDO3) was introduced between Dundas Street and Raglan Street to encourage a higher built form. In addition, there were several key redevelopment proposals and actions required to unlock and promote the development potential of this Precinct.

Figure 85 - Junction Hotel at the intersection of Plenty Road and High Street, South Preston

Source: www.panoramio.com (John Torcasio)

Figure 86 - The Junction Existing Conditions Plan

Very few industrial uses that previously operated in The Junction area (trade supplies, automotive repairs) remain. Some old industrial as well as some ground floor spaces of new buildings are vacant. The built form is of varying character, ranging from single to double storey old industrial brick buildings to new multiple storey developments with glass, metal, render concreted surfaces. As a result, the streetscape varies greatly and the Precinct lacks a coherent identity.



4.1 The Junction - South Preston

Policy and Plan Review

Now twelve years on many parts of the Junction Plan have been implemented and a review of this Plan and Clause 22.02 is warranted.

Issues arising from this Review can be grouped into the following three categories:

1. Fragmented Activity centre;
2. Poor urban design response to the public realm; and
3. Built form inconsistent with the original vision.

Analysing *The Junction Integrated Development Plan 2001* it appears that its vision to change the area from an industrial precinct to a multi-use precinct providing for a range of commercial and residential uses is still applicable. However, several of the recommendations have been fulfilled (e.g. Recommendations 1, 2, 4 to 10, 12 and 13) and other remain incomplete. The objective to create active frontages to High Street, Plenty Road and Raglan Street and associated improvements for the pedestrian environment have not been translated into recent developments, and hence they fail to realise their full potential.

1. Fragmented Activity Centre

The area continues to transition but is still fragmented and detached from surrounding residential and commercial areas. Previously identified as the South Preston Neighbourhood Activity Centre. The Junction requires further consolidation to allow a new unique local character to emerge with a view to becoming a thriving activity centre.

2. Poor Urban Design

A lack of landscaping, street furniture, directional signage and weather shelter in combination with the incoherent and partially inactive facades are not conducive to a pedestrian-friendly environment. The lack of cohesion of the area in itself is also reinforced by the poor permeability between Plenty Road and High Street. In general it is difficult for pedestrians and cyclists to move in an east-west direction. This limits access to the route 86 tram and the Bell Street train station. This constrained road pattern also causes traffic to take short-cuts and there is evidence of rat-running in the streets surrounding the Junction.

3. Inconsistent Built Form

Since Amendment C16, development and associated land use changes of varying intensity has occurred (e.g. 53 and 56 High Street, 12 and 100 Plenty Road, Preston).

Other significant development is occurring outside of the DDO3 area and as such is subject to an assessment under a different regulatory framework (e.g. 1 High Street, 161-187 High Street).

As such, *The Junction Integrated Development Plan 2001* appears to have in parts been achieved and in parts is unable to respond to the issues discussed above.

Overall, the implementation of the current plan and policy have led to an emerging economic environment and community which lacks a sense of cohesion in itself and quality connections to its surrounds.

Figure 87 - South Preston Methodist Church (c.1889), serving as a Greek Orthodox church since 1967

Source: Darebin Heritage Libraries

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Figure 88 - The Junction Framework Plan

Vision

The overall Vision for the Precinct remains the same, but would benefit from an update to better reflect the changed context. The revitalisation of the area by facilitating redevelopment of old industrial sites to high density residential and mixed use developments is still the agreed approach.

On reflection the Framework provides the opportunity to further refine the DDO3 to improve the quality of built form outcomes.

The area is still changing but a clear urban character of medium-high (8-12 storeys) rise apartment style development has been established.

Preferred Future Outcomes

The Junction (formerly the South Preston Activity Centre) will strengthen its role as an inner urban mixed use intensive neighbourhood activity centre. This will be achieved by taking a place-making approach to build on its existing assets, locational advantages and promote an emerging urban centre character.

Land Use

The prime role for this centre is to service the needs of this new and growing local community in the immediate and surrounding catchment. Now established, new development will need to contribute to the emerging local urban character and this can be further consolidated through the development of distinctive buildings on landmark or iconic sites.Transition towards a pedestrian focus will be assisted by the rezoning of several parcels of land along Plenty Road.

The urban structure of the Precinct is set by the existing street network and lot pattern, which is unlikely to change significantly but could be improved through the introduction of new mid-block connections and greater focus on the pedestrian environment.

Within the Precinct there are a number of Strategic Sites and larger sites yet to be redeveloped. This increase in residential density will support a greater range of local businesses at ground level and may trigger the redevelopment of the existing supermarket site.

A key challenge within this Precinct will be realising the redevelopment potential of business land with a Heritage Overlay. Relating predominantly to the facade, the retention of building fronts is important as they set the street wall condition, form a pedestrian-scale streetscape and are an integral part of the local character.

Built Form

The recent developments and current development applications suggest the trend of taller built form will continue. This will result in the creation of a high density urban village (The Junction Activity Centre) with non-residential uses at ground and first floor levels delivering an active frontage and residential apartment style development above.

Much of the current built form is in the range of 8 - 12 storeys and this will continue with additional pressure to increase height as redevelopment sites become scarce. Higher built form could be considered on iconic or landmark sites, which will be identified with the framework plan.

North of Raglan Street built form to be between 4 - 8 storeys is suggested and increasing towards the Bell Street/Bell City area. The overall built form height would be constrained by the sensitive interface issues to the east of the corridor.

This would be subject to meeting a range of criteria aimed at managing the off-site impacts on adjoining properties and delivering a certain level of amenity.

This Precinct can accommodate a diverse mix of buildings with a variety of architectural styles within a podium and tower context. Variation can also come through the treatment of the front facade through the use of materials, modulation, articulation and indentation of the built fabric and the placement of balconies or private open space at upper levels. It is through a consistently stated podium condition, as a unifying built form element within the Precinct that a unique place-based character can further evolve.

4.1 The Junction - South Preston

Car Parking

Where practical, on-site car parking should be provided at a reduced rate to acknowledge the high level of access to goods, services and facilities within easy walking distance. This reduces the need for private car ownership and will encourage the use of more sustainable forms of transport.

Public Realm

As a refief to the continous street wall along High Street, buildings on the west side should include a front setback that is landscaped to include canopy trees for shade. This setback has been established at 53 High Street. This space could include seating and other street furniture and form a gathering place for the community.

A similar space should be created along the east side of Plenty Road when the strategic site at 50 Plenty Road is redeveloped.

Other design response strategies could include streetscape improvements such as:

- replacing concrete footpaths with landscaping;
- prioritising landscaping to provide a sense of green, softness, light and shade along the road to improve visual amenity and comfort;
- creation of additional pedestrian crossings, particularly around tram stops, clearly identified as access and movement opportunities;
- installation of sheltered seating at tram stops;
- utilise opportunities for public art, particularly around existing and new vertical elements of the public realm, such as street poles, intersection markers; and
- incorporate street furniture and wayfinding signage within the precinct, with a cohesive design to create a sense of place and identity.

Movement

Plenty Road begins at the Junction however its role and form is essentially a continuation of High Street. The roadway is multi-functional providing two lanes of traffic in either direction with the middle lane a shared tram corridor. On-street car parking is also incorporated within these road lanes with the exception of designated clearway times during morning and evening peaks.

The kerb to adjacent front property boundary is generally hard concrete with the occasional tree planting on the road edge. Pedestrian crossings are limited along this 700m stretch to a signalised crossing at the Raglan Street intersection. Increased residential density and activity will require improvements to the pedestrian condition and strategic crossing points will be warranted (eg. around tram stops).

Sustainability

Built form of between 4 to 12 storeys is accepted in this precinct, with height concentrated to the south and around the Bell Street junction. Sustainability outcomes for this scale of development should seek to ensure individual dwellings are provided with good amenity and sustainable design features such as: habitable rooms with excellent access to natural light; screening of west and north facing windows to minimise heat absorption during summer months; cross ventilation is provided through the location of openable windows.

Figure 89 - Summary Table of DDO controls for the Precinct

Precinct - The Junction

Objectives:

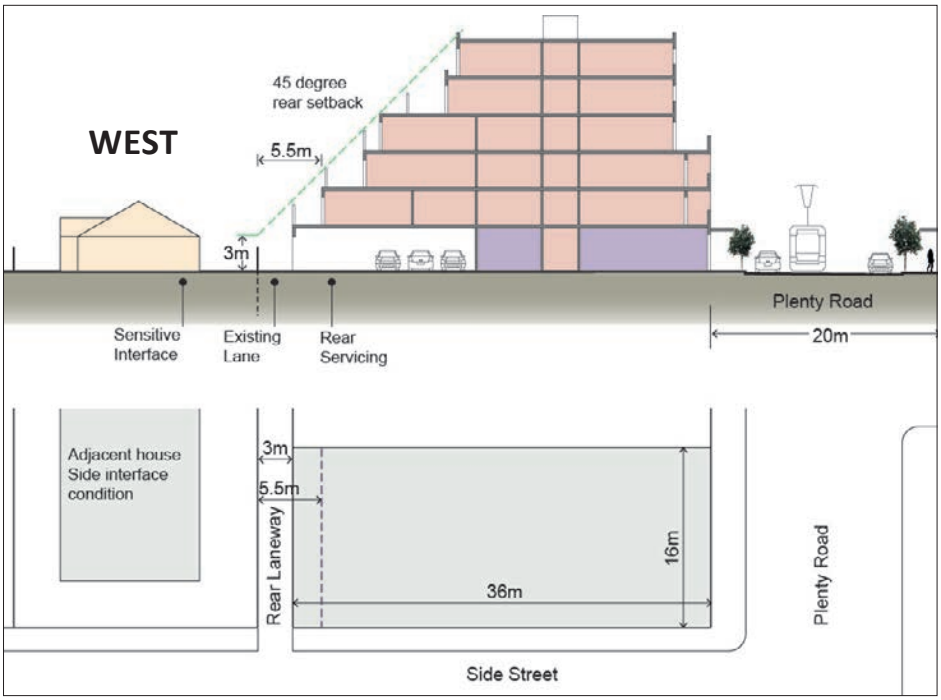
Facilitate the re-development of old industrial sites to high density residential and mixed use developments of high design quality, contributing to the emergance of the Junction as an urban centre.

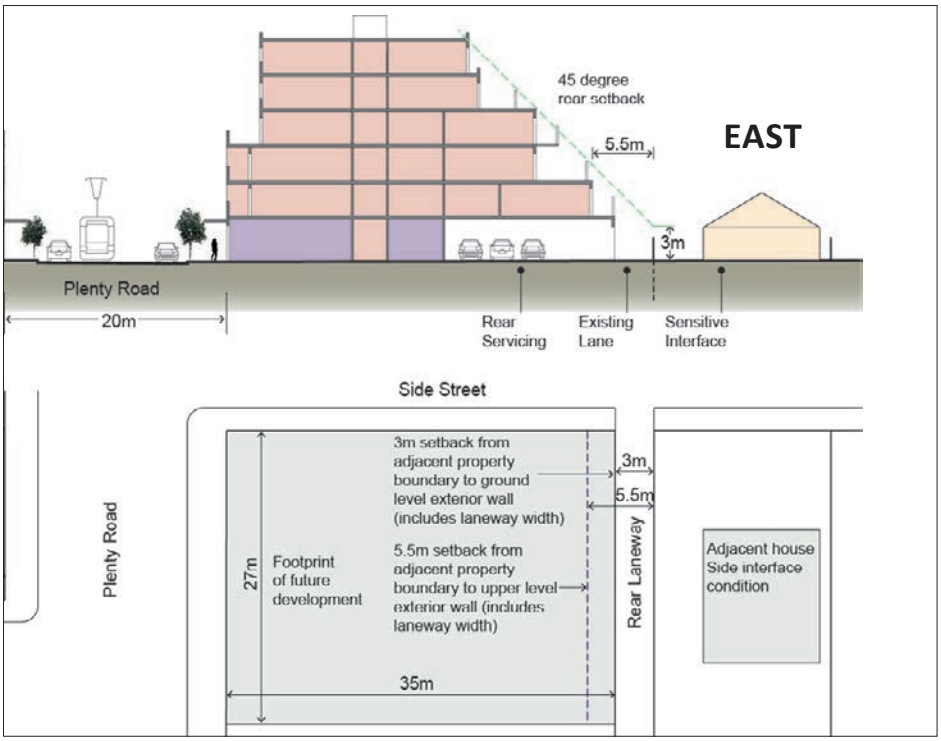
Improve the design of the public realm through built form that creates a high standard of amenity and reinforces a sense of place and unique character within the Junction.

New development will demonstrate an exemplary design with high ESD performance, and deliver net community benefit such as the inclusion of social housing.

Sub-precinct/ Strategic sites	Maximum height	Rear setback	Additional guidelines
1A - 69 High Street, 1 Oakover Road (Miller St to Oakover Rd) - west side	8 storeys 26m	45°	Opportunity for commercial uses at ground level with active street frontages. Ensure remaining high visibility strategic sites near intersection of High St and Plenty Rd are of high quality built form. Improve permeability by allowing for a pedestrian linkage to Kimber Street and the Australia Post site to the rear
2 - 4 High Street (Junction Hotel) - east side	6 storeys 20m	No rear interface conditions	At the north boundary this site must provide a pedestrian/bicycle connection between Plenty Rd and High St that is accessible to the public. This connection should provide both a visual and physical connection with a sendse of openness and be suitably graded to cater for people with a disability. This connection should be fully integrated with any adjoining development to the north. Any redevelopment will need to consider the proposed height of the landmark building to the north and provide a suit6able setback to allow adequate daylight to the uses/apartments located at the lower levels.
6-34 High Street (31 Plenty Road) (Paintmobile site) -east side	18 storeys 56m	No rear interface conditions	At the south boundary this site must provide a pedestrian/bicycle connection between Plenty Rd and High St that is accessible to the public. This connection should provide both a visual and physical connection with a sendse of openness and be suitably graded to cater for people with a disability. This connection should be fully integrated with any adjoining development to the south.
73 Plenty Road, 70 - 82 High Street (both sites corner Raglan Street)	12 storeys 38m	No rear interface conditions	A 7 x 7 metre splay is to be included at the corners of Raglan and High St and Plenty Rd to provide additional open space. These spaces should include the planting of trees that can form a canopy to provide shade and reduce the heat island impact.
50 Plenty Road - east side	12 storeys 38m	45°	Transitional buffer required at the rear interface with low scale residential. Built form should be limited to no more than a maximum of four storeys above ground level where within a transition buffer of 10 metres. The transition buffer distance is to be measured perpendicular to the eastern boundary of the development site; Provide for an open and publicly accessible pedestrian and bicycle connection between Plenty Road and Dundas Street; Provide for deep root landscaping to soften the street edge towards Plenty Road by setting buildings back 4 metres and for screening of new development to adjoining sensitive interfaces to the rear.

Figure 90 - Indicative Plenty Road Precinct northern end cross-sections





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4.2 Precinct 1 Preston Central Eastern Edge

Context

This precinct will form a defined eastern edge to the Preston Central activity centre.

Through the development of intensive mixed use and residential development on either side of the corridor the local catchment for the Principal Activity Centre will be increased and further support the array of local public transport options.

Preston Central Structure Plan

The *Preston Central Structure Plan* directs development in the core area focused around High Street as a spine.

The Structure Plan contains a number of precincts each with a different role, built form and set of conditions that contribute to the overall function of the greater centre. Originally prepared in 2005, there are several areas within the Structure Plan that have experienced change and require updating.

Detailed consideration of all the precincts in the Structure plan varies. Redevelopment priority is given to the central core with precincts on the periphery of the centre playing more of a contributory role.

The precincts identified in the Structure Plan fall short of the lots fronting Plenty Road. Rather than view the Plenty Road corridor as an independent area, redevelopment along this section of the corridor offers the opportunity to consolidate residential density increases to support the overall role of the Preston Central activity centre and demarcate the corridor.

The Structure Plan gives some indication of the future built form by suggesting particular built form in specific areas and on key corner sites. Along Murray Road and Gower Street, development of between 3 - 4 storeys is suggested.

In effect, the Plenty Road Corridor between Bell Street and Murray Road can be the defined eastern edge to the principal activity centre and protect the established residential areas further to the east.

Another land use role for the Plenty Road corridor is as a secondary mixed use at ground level opportunity with new residential development above. It is not intended that this type of development would directly compete with uses desired in the centre. However there is a need to provide for local convenience uses in places where there will be a significant increase in population density within walkable catchments. This would include the ability to incorporate a variety of spaces at ground level which are suitable for small scale local niche and convenience businesses. This could be accommodated through spaces between 60m^2 and 300m^2 with direct frontage and access onto Plenty Road.

This precinct will continue to be a location that attracts small scale businesses due to its locational advantages such as being on the PPTN, exposure to a high volume of passing traffic and therefore possible trade and within close range of a Principal Activity Centre. It is anticipated that these uses would be moderated by constraints of car parking, servicing and lot size, with few large strategic sites in this precinct, however through consolidation these opportunities may arise.

Further consideration would be required to identify a suitable car parking ratio given the location of these premises on a PPTN and proximity to the larger Preston Central area and railway station.

In redevelopment along this section of the road the diversity of land uses and built form should be retained and provide a dynamic image and identity that complements the Preston Central activity centre.

The pockets of industrially zoned land no longer reflect the current or likely future land uses that will locate in this area. Fostering the transition to an active and mixed use precinct should be balanced with the ongoing viability of businesses and encouraging commercial and employment generating uses that can co-exist within a contemporary residential context. Rezoning of industrial land, at an appropriate time, can unlock the capacity of this precinct in achieving the mixed use vision complementary to Preston Central area. This should be undertaken in accordance with the *Darebin Economic Land Use Strategy 2013* directions.

Figure 91 - Precinct 1 Preston Central Eastern Edge - Existing Conditions Plan

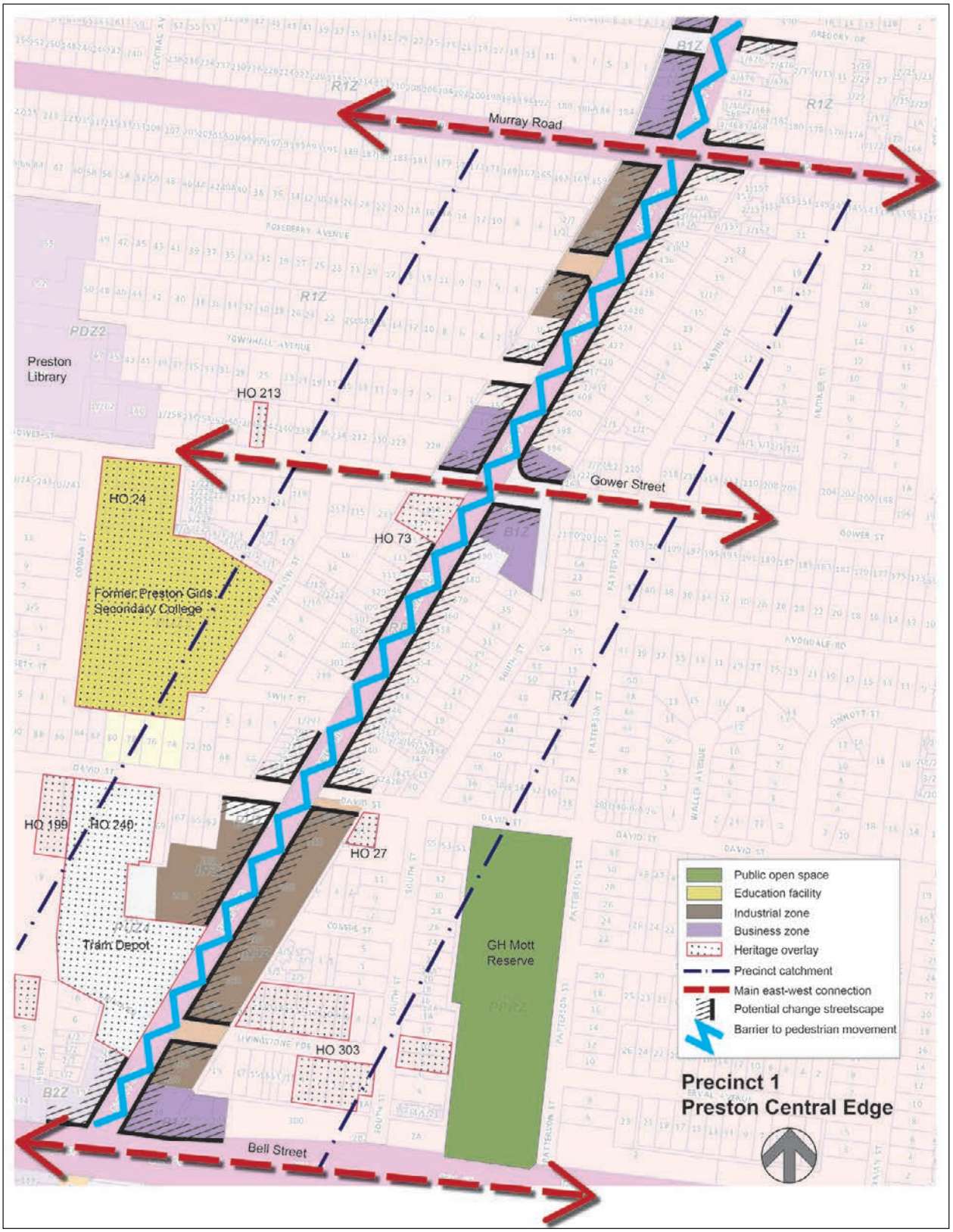
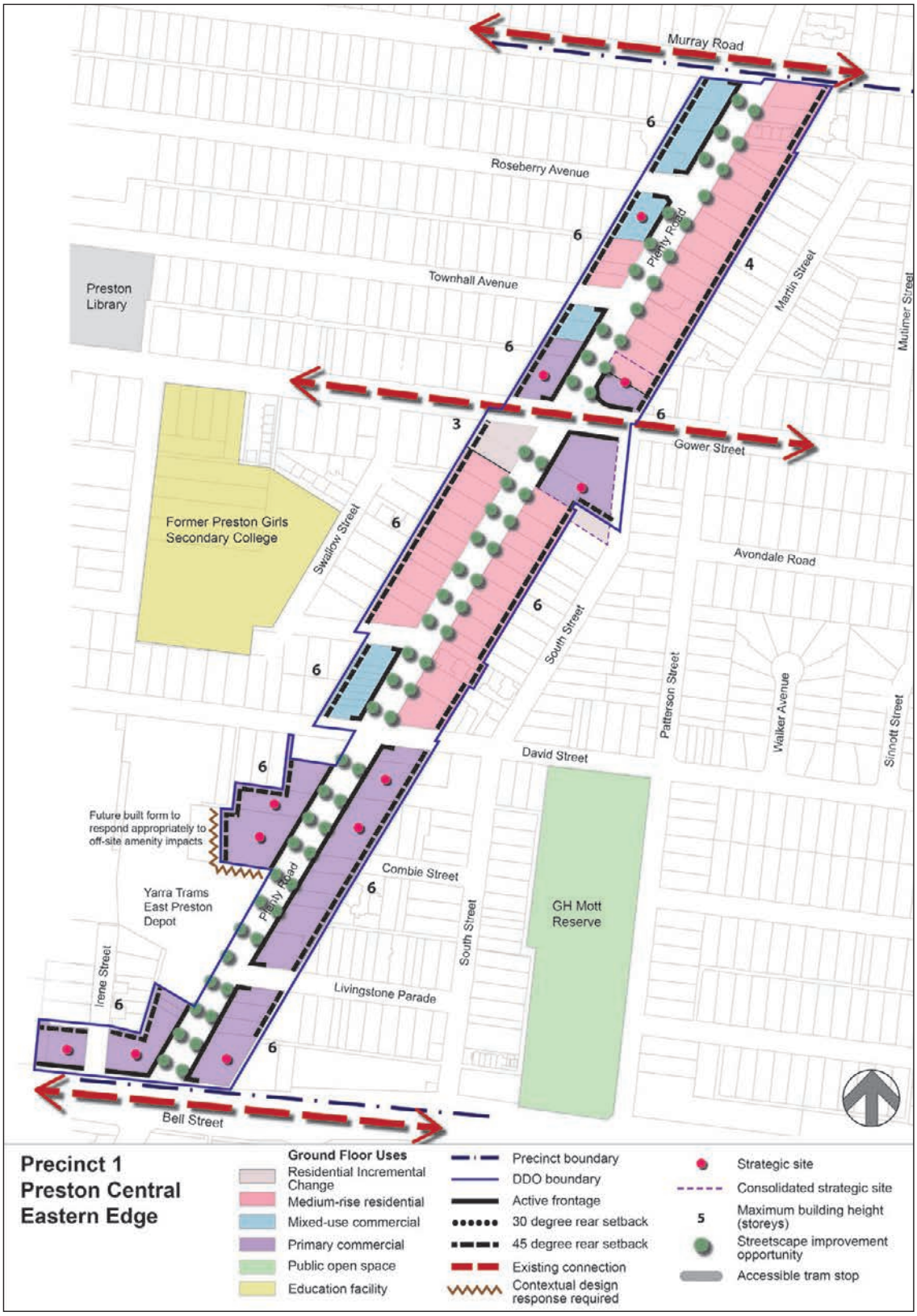


Figure 92 - Precinct 1 Preston Central Eastern Edge - Framework Plan



Preferred Future Outcomes

Built Form

An increased density from the low scale suburban built form to support and define extent of Preston Central Principal activity centre. A built form of 4 - 6 storeys on larger and consolidated sites on Plenty Road will transition to medium density development to the east and west which is forecast in the Preston Central Structure Plan. This redevelopment will serve as a clear definition to the Preston Central Activity Centre and provide an increased catchment to further support the central core area uses, offering opportunities to realise the greatest population densities on the tram corridor.

The variation in built form scale and form will create a visually stimulating environment demarcating key destinations and intersections reflecting the mixed use areas. Particular attention to forms at the intersection of Murray Road, Gower Street, David Street and Bell Street should seek to contribute positively to a series of local orientation points that distinguish this section of the corridor. More modest domestic apartment forms up to four storeys will prevail in the residential parts of the precinct.

Development around the Tram Depot should ensure that sensitive uses are protected from noise impacts via acoustic treatments to walls and windows and orientation of development away from high noise sources. This approach should also apply to the Plenty Road frontage.

Development adjoining Heritage Overlay sites should seek to sympathetically respond to the identified heritage values and avoid compromising the amenity of heritage dwellings.

On corners of main east/west connector roads there is opportunity for taller built form, most likely up to 6 storeys. Minimal front setbacks and a street wall of at least three storeys with a modest setback to the floors above to preserve the human scale pedestrian environment.

Movement and Transport

It is integral to improve the public realm's capability of accommodating greater pedestrian and cycling movements along the corridor and permeating the areas east and west of Plenty Road. Minimising private vehicle intrusions on the function of the tramway is a priority, thus vehicle access to sites should be prioritised to the side streets and rear laneways. Many vehicle crossovers positioned close together along Plenty Road can serve to disrupt the sense of safety and pedestrian flows and will impact the public realm quality and objectives to achieve active ground floor commercial uses with a walkable catchment.

Car Parking Management

Car parking in the precinct includes areas of restricted parking and time limits associated with the corridor and nearby activity centre. Allowing for short term on-street parking for visitors to businesses should form part of a precinct strategy that manages car parking. The long term vision should seek to encourage majority of trips to and from this location to be achieved via active and public transport modes. This location could support car share schemes as a means of managing the periodic need for a car, but otherwise acknowledging the proximity to tram, train and SmartBus access. Reduced car parking rates can be applied provided that high quality pedestrian and bicycle facilities support green travel.

Sustainability

Improving the east/west connections to the core area by creating a fine-grained network of pedestrian priority routes (e.g. incorporating wide paths, shade trees, rest seating, crossings, etc) will contribute toward a greater level of walking, cycling in the Precinct.

As the Council is one of the key tenants within the Preston Central area there is the opportunity to introduce demonstration sustainability features and promoting active transport on Council-owned land and assets. This would incorporate the local streets and footpaths (leading up to Plenty Road) which form the majority of the public realm. This would create flow-on benefits to attracting existing and new residents from the east to access local features and facilities by active travel modes and building a sustainable culture.

4.2 Precinct 1 - Preston Central Eastern Edge

Figure 93 - Summary Table of DDO controls for Precinct 1

Precinct 1 - Preston Central Eastern Edge

Objectives:

To encourage new development that supports the role and function of the Preston Central Principal Activity Centre through a built form of 3 – 6 storeys with active frontages at ground level in commercial and mixed used zones which affords the provision of small scale businesses and the opportunity for local employment.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
Bell Street to Gower Street (except sites with Heritage Overlay at 337 and 339-341 Plenty Road) - east and west sides	**6 storeys** 20m	45°	Seek to consolidate lots to create strategic sites adjacent to the Tram Depot. Utilise existing laneways running off David Street to provide access to the rear of properties. Strategic sites created on the east side of Plenty Road will need to give further consideration to transitioning to the lower scale development to the east. Provide for adaptable spaces at ground level to accommodate non-residential/commercial uses which contribute to activating the frontage.
337 and 339-341 Plenty Road - west side	**3 storeys** 11m	45°	Theses sites are within a Heritage Overlay. Minimal change with additions to existing dwellings, and potential for redevelopment through site consolidation after HO constraints are taken into consideration.
Strategic site: 390 and 392 Plenty Road, and 37 South Street (south-east corner of Gower Street) - east side	**6 storeys** 20m **3 storeys** 11m	45°	These three lots have been consolidated into a single ownership to form a large strategic site. However, the lots are in different zones (GRZ2 and C1Z) and have different height requirements. The site at 37 South Street is outside of the DDO and is zoned GRZ. Where these sites are consolidated, any setback controls originally applied at the border of the DDO will instead apply at the outer boundaries of the consolidated site. A strategic site at this corner of Gower Street and Plenty Road will contribute to the creation of a local node at this intersection. Careful consideration of the location of entry points and facade treatment is required as this site has three frontages. The scale of development along the South Street frontage should transition towards the lowerscale development across the street to the east, and adjoining properties to the south. Site access should be off South street.
Strategic site: 394 and 396 Plenty Road (north-east corner of Gower Street) - east side	**6 storeys** 20m **4 storeys** 14m	45°	These lots have been consolidated into a single ownership to form a large strategic site. However, the lots are in different zones (RGZ1 and C1Z) and have different height requirements. A strategic site at this corner of Gower Street and Plenty Road will contribute to the creation of a local node at this intersection. There will need to be consideration to transitioning to the lower scale development to the east. Site access should be off the rear laneway to facilitate active uses fronting Plenty Road and Gower Street at ground level.

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4.3 Precinct 2 Tyler Street

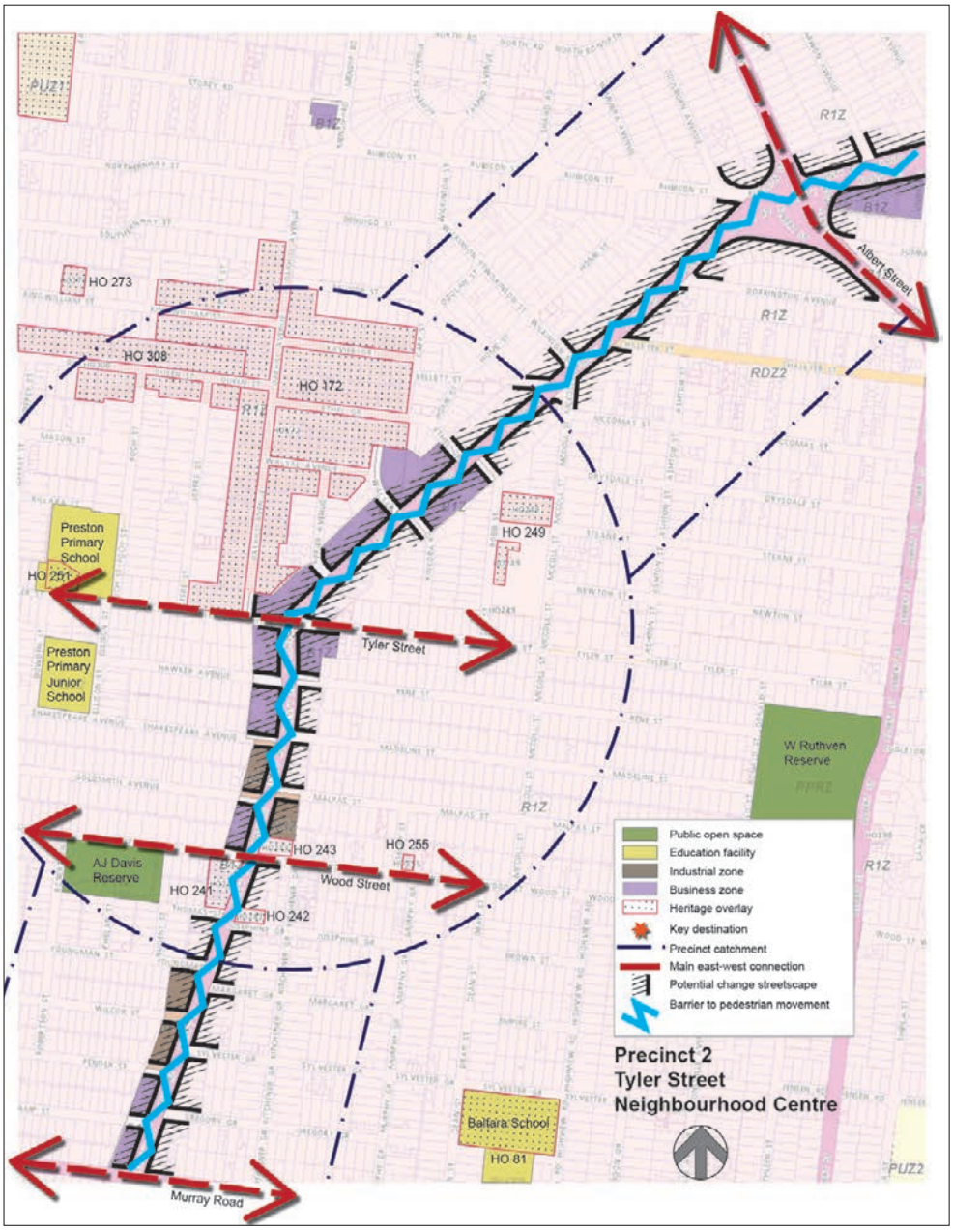
Context

This Precinct pivots around the Tyler Street Neighbourhood Activity Centre which is in need of revitalisation. Redevelopment in this area has been static for some time due to the constraints and declining amenity offered by Plenty Road and the primary transport function it serves. This precinct will benefit greatly from an increased local catchment as a result of redevelopment at increased residential densities.

Three distinct areas within the Precinct:

- Tyler St Neighbourhood Activity Centre
- Tyler Street Precinct South (Murray Road to Wood Street)
- Tyler Street Precinct North (Ethel Street to Albert Street).

Figure 94 - Tyler Street Existing Conditions



Tyler Street Neighbourhood Activity Centre: Land Uses

It is not possible to dictate the specific uses and business mix that should occur in an activity centre without a further more detailed study. The UDF considers the potential for the redevelopment of the existing properties within the centre and suggests moderately taller built form. However, policies to protect heritage places and built form character often have a direct effect by discouraging redevelopment and thereby tending to result in the retention of older buildings which are undesirable to new businesses.

This centre would benefit from a greater range of uses and the strengthening of unique market niches. In particular the introduction of more residential accommodation above and behind the shops would be beneficial to enhance the safety of the public realm at night through casual surveillance and thereby support a strong 'evening economy' enabling the transition of the business area.

Full advantage of sunlight can be taken by increasing the front setback of redevelopment on the south side of Plenty Road which is currently residential uses set below street level. Combined with the existing street tree planting this wider footpath could provide for a public/private interface that accommodates a small plaza or outdoor dining for local cafes. Allowing new development up to the street edge on the south side of the centre will create a dynamic environment and interaction across the street, further assisting in revitalising the centre and strengthening its coherence.

A higher built form already exists to the north of the Rose Shamrock Hotel on the corner of Ethel Grove. These buildings were former industrial/commercial uses with high ceiling heights.

711 Plenty Road is listed as a boarding house with this building sited at the high point and so has the Optus tower located on top.

This is a good location for higher buildings as shadows generally fall predominantly on the road reserve. The height of these building can be absorbed by the fall in the land having less impact to the residential area to the north.

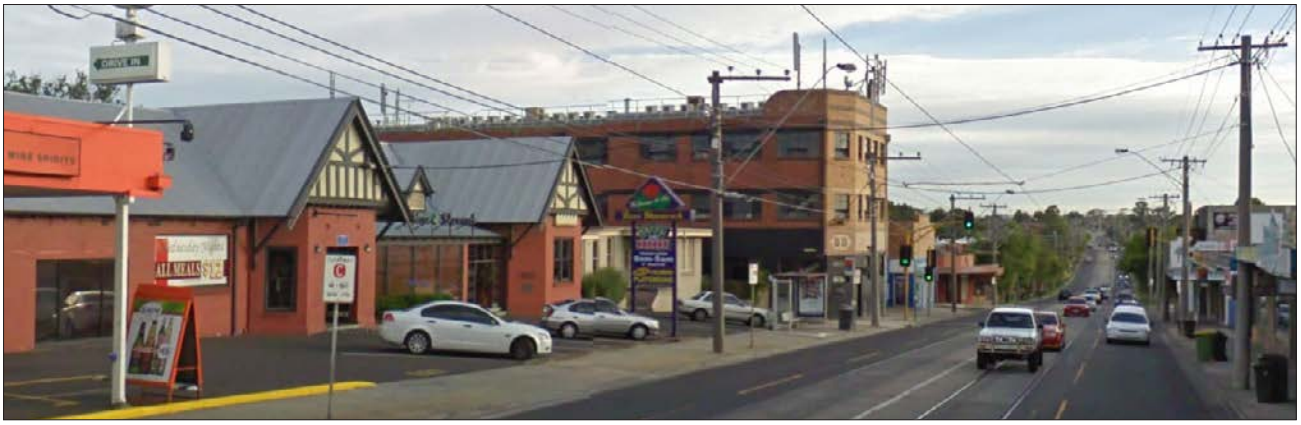
Given the large car park area of the Rose Shamrock Hotel there is likely to be some redevelopment potential and this should be managed to avoid impacts to the residential area.

To the south of the hotel on the other side of the road is a row of houses. This change in use across the road leaves the centre to function on a single side. Compact activity centres have similar uses on both sides of the road creating a critical mass of activity. If future redevelopment is to facilitate a mix of uses at ground level on both sides of Plenty Road this would further contribute to the revitalisation of the shopping centre.

A means of calming traffic through this centre is to create a consistent street 'wall' on both sides of the road between Tyler Street and Robb Street. This approach can be supported by provision of safe pedestrian crossings.

Figure 95 - Rose Shamrock Hotel, Reservoir, with existing higher built form on Plenty Road to the north

Source: Google Street View



4.3 Precinct 2 - Tyler Street

Tyler Street Precinct - South (Murray Road to Wood Street)

This section of Plenty Road is a continuation of the mix of business, residential uses as well as some remnant industrial uses. It is already apparent that as this area redevelops over the next 20 years, it is not suitable for industrial uses due to the declining access, small lot pattern and potential for reverse sensitivity impacts. On the east side of Plenty Road are mostly residential uses with small pockets of industrial land between Wood and Malpas Streets.

It is unlikely that this full development potential could be achieved on a single lot and would rely on the consolidation of a number of lots to form and efficient development parcel. Redevelopment on corner sites is preferred to enable access from the side street or rear of the lot. Direct access would be discouraged.
A 3 metre building setback off the rear boundary increases the separation distance for the upper levels and allows for a landscaped buffer.

A minimal front setback will provide a good public/private interface in an urban context with some variation on sites where an active frontage is not required.

Tyler Street Precinct - North (Ethel Grove to Albert Street)

There is a clear distinction between this area and the Activity Centre to the south. Properties lining the road north of the Activity Centre are predominantly stand alone single storey houses with direct driveway access off Plenty Road. The *Neighbourhood Character Study 2007* identifies this area as having a mix of Post-war and Inter-war period houses (F5 and E5). This style of brick dwellings set behind a large front garden setback, delivers a clearly distinguished character separate from the Activity Centre and the more urban built form located south of the Centre. There is a fall from the north west across Plenty Road to the properties on the southern side which are set below the level of the road.

As land values increase, larger residential lots abutting Plenty Road are likely to be redeveloped for more intensive forms of housing. Site dimensions indicate that higher density development is possible with a recent medium density development on the corner of Wilkinson Street.

It is anticipated that the streetscape will generate a less active condition with residential uses suggested at the ground floor level. This increase in residential density will further support the revitalisation of the Tyler Street neighbourhood activity centre which is within easy walking distance.

Figure 96 - Mix of period houses in Tyler Street Precinct - North

Source: Google Street View

Car Parking

Car parking in the precinct has been identified as a key issue from community feedback. On street parking is constrained as Plenty Road is restricted through this precinct.

Allowing for short term on-street parking for visitors to businesses should form part of any precinct strategy that manages car parking. The long term vision should seek to encourage majority of trips to and from this location to be achieved via walking, cycling and public transport modes. This location could support car share schemes as a means of managing the periodic need for a car, but otherwise acknowledging the proximity to tram, train and SmartBus route access.

Where there is currently off-street car parking at the front of shops, a new built form up to the street edge is encouraged with car parking contained at the rear.

There is the potential to rationalise the car parking at the rear of the shops into a more efficient configuration. There are opportunities to consolidate spaces to provide a more efficient layout and/or introduction of tighter car parking management through time restrictions and a possible resident permit scheme. In the short to medium term investigation should focus on identifying a precinct approach to car parking.

Large scale new development should strive to provide for its own car parking demand on-site, taking advantage of slope to conceal car parking in building envelopes. Figure overleaf, shows the fall of the land means that a basement level car park can be accommodated on the southern side with a smaller car parking space within the property on the north taking advantage of car stacker technology. Reduced car parking rates could be considered in selected cases provided that high quality pedestrian and bicycle facilities support green travel.

Figure 97 - Tyler Street Activity Centre - high-profile intersection of Tyler Street and Plenty Road, Reservoir

Source: Google Street View

4.3 Precinct 2 - Tyler Street

Figure 98 - Tyler Street Neighbourhood Centre Framework Plan

Preferred Future Outcomes

The Framework Plan shows new development that supports the role and function of the Tyler Street Neighbourhood Activity Centre between Wood Street and Ethel Grove. The different typography on either side of Plenty Road is reflected in the west side accommodating development within a 45° rear setback and the east side predominantly using a 30° rear set back to reduce the impact on the adjoining residential properties.

There are a limited number of strategic sites within this Precinct. Therefore, achieving the full built form height suggested may rely on the consolidation of lots to form more efficient parcels.

The Framework Plan encourages new development that has active frontages at ground level and residential uses above at increased densities in 4 - 6 storey built form in Commercial and Mixed Use zones.

New residential development at increased densities will be located north of Ethel Grove. It is anticipated that this change will occur at a slower rate compared to the southern end of the Precinct. This new development will respond to the local conditions with appropriate front and rear setbacks to manage the impact at sensitive interfaces.

This Precinct will reflect a finer-grain redevelopment with a greater mix of built form typologies and new development should incorporate landscaped setbacks to reflect the garden suburb feel of the area. This increase in residential density and local catchment, improvements to the public realm and creation of new local economic opportunities will support the revitalisation of the Tyler Street Neighbourhood Centre.

Land Use

The mix of uses south of the Tyler Street Centre on the west side of Plenty Road will be retained. This will facilitate small scale businesses and business services to establish at ground level creating active frontages with residential uses above. The east side will continue to be predominantly residential in nature although redevelopment is expected at higher densities.

The Tyler Street Activity Centre will be consolidated through the application of a commercial zone on both sides of the road. This will generate similar development expectations on either side of the road with a greater focus on active frontages and the interface with the public realm.

It is expected that land uses north of the centre will remain residential at increased densities.

Built Form

The built form reflects the three different sub-precinct areas within this stretch of Plenty Road.

The built form in the core area will change as a result of an increased residential density. Transitioning from the surrounding low scale suburban development to a higher form that supports the consolidation of the Tyler Street Neighbourhood Centre. The topography facilitates a built form of 4 - 6 storeys on larger and consolidated sites on the north side of Plenty Road. On the south side of Plenty Road the built form is influenced by the topography and the need to minimise the impact on the sensitive interface with the residential properties to the south. Giving prominence to the centre through a higher built form will further support the establishment of retail and convenience shop uses at ground level in the core area to service the growing community.

To the north of the centre, the built form demonstrates that a 3 - 4 storey development could fit comfortably into the slope and provide a 3 storey street wall to Plenty Road. This would result in more modest domestic apartment forms up to four storeys will prevail in the residential parts of the precinct. The variations in built form scale and setbacks will create a visually stimulating environment separating Tyler Street core area from centres to the south and north.

Movement and the Public Realm

Improving connections from the surrounding suburbs into the core area by creating a network of fine-grained pedestrian priority routes (e.g. incorporating wide paths, shade trees, rest seating, crossings, etc) will enhance the level of walking, cycling in the Precinct.

Minimising private vehicle intrusions on the function of the tramway is a priority, thus vehicle access to sites should be prioritised to the side streets and rear laneways. Many vehicle crossovers positioned close together along Plenty Road can serve to disrupt the sense of safety and pedestrian flows. This will aslo have an impact on the public realm quality and the objectives to achieve active ground floor commercial uses with a walkable catchment.

Sustainability

The incorporation of sustainability features is assessed through the planning permit applications process. Where there is fragmented property ownership pattern, collective actions or installations of features to be shared across more than a single property are more difficult to achieve. There are a number of smaller features/actions that could be considered through the incremental re-development of individual properties in the Tyler Street Centre. These include the installation of:

- large water tanks connected to toilets in multi-residential developments;
- double glazing for all windows, external shading to north and west windows;
- windows and skylights to provide access to natural light; and
- a secondary window to living areas for cross ventilation.

Figure 99 - Summary Table of DDO controls for Precinct 2

Precinct 2 - Tyler Street

Objectives:

To encourage new development that supports the role and function of the Tyler Street Neighbourhood Activity Centre, bound by Wood Street and Ethel Grove.

To encourage new development that has active frontages at ground level and residential uses above at increased densities in 4–6 storey built form between Murray Road and Wood Street.

To encourage new residential development at increased densities north of Ethel Grove that responds to the local conditions and sensitive interfaces.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
Murray Road to Wood Street - west side	**6 storeys** 20m	45°	The diverse range of lot sizes and configurations lend themselves to a mix of uses which support active frontages at ground floor level with residential above. Encourage consolidated lots to create a more efficient development parcel and access options. Utilise rear laneways to provide access from side streets.
Strategic Site: 502 Plenty Road (corner of Sylvester Grove) - east side	**4 storeys** 14m	45°	The corner site provides the opportunity for a local node with active frontage to Plenty Road in an otherwise residential stretch. Access to this redevelopment should be via Sylvester Grove to minimise disruption to Plenty Road. Facilitate active uses at ground level through increased ceiling heights greater than 3 metres.
572 Plenty Road (former doctor's surgery - corner of Josephine Grove) - east side	**3 storeys** 11m	45°	Heritage overlay on this site identifies the building as significant. As such this site is not suitable for further intensification and should be zoned for incremental change.
608 to 622 Plenty Road; 107 Malpas St (corner of Malpas Street) - east side	**4 storeys** 14m	45°	This former industrial land consists of four sites in a single ownership and could be consolidated into a strategic site of almost 3000m^2. Redevelopment of this site should encourage active frontages at ground floor level providing for non-residential uses with residential above. This could facilitate active uses at ground level through increased ceiling heights greater than 3 metres. Access could be from Malpas Street or the rear laneway.
Rene Street to 660 Plenty Road; 126 and 128 Rene Street - east side	**4 storeys** 14m	30°	A 30° rear setback should be applied to this section in response to the significant gradient which will impact the surrounding residential uses much lower than the development sites.
Strategic Site: 664 Plenty Road and 233 Tyler Street (St Mary's Church) - east side	**6 storeys** 20m	30°	This strategic site has the potential to form a landmark and central feature for the activity centre. A compact building foot print located at the front of the site will allow car parking to be sleeved towards the rear. Access to the site could be via a laneway to the side connecting to Rene Street. 30° rear setback responding to Panel recommendation.

Table continued next page.

Precinct 2 - Tyler Street (continued)			
Sub-precinct	**Maximum height**	**Rear setback**	**Additional guidelines**
664A to 672 Plenty Road; 202 Tyler Street - east side	**4 storeys** 14m	30°	A 30° rear setback should be applied to this section in response to the significant gradient which will impact the surrounding residential uses much lower than the development sites.

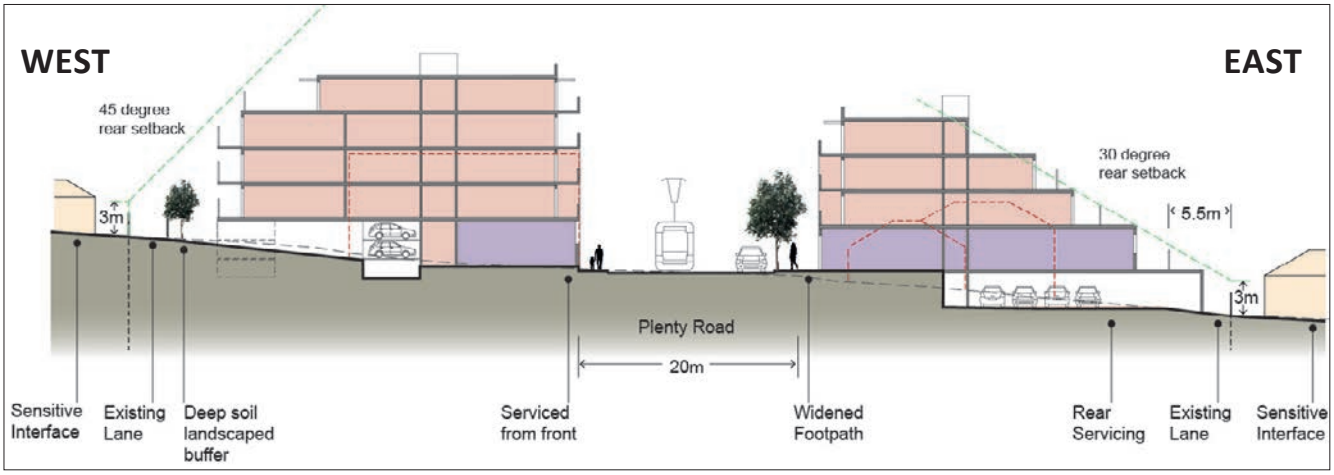
Figure 100 - Indicative Tyler St Precinct - Activity Centre cross-section

This cross-section cuts through the Tyler Street Neighbourhood Activity Centre and shows a ground floor commercial use with residential uses above. The built form illustrates a 3 - 5 storey development consisting of an active frontage ground floor use with an additional 3 - 4 level of residential above. Due to the fall of the land there would be good views to the south from the upper levels. The height of the existing buildings with a traditional higher ceiling height, is such that this proposed new development would only add another two storeys to the overall height. A consistent streetscape wall, with zero setbacks would be created by retaining the existing traditional shop front facades.

Although this section is through an activity centre, often suggesting a more urban form of development, a 30° building envelope would be applied to boundaries with sensitive residential interfaces. There are several factors which contribute to this envelope being preferred, such as:

- *Rear access to the commercial property on the north side;*
- *Rear lanes to property on both north and south side of Plenty Road;*
- *Fall of land on the south side magnifies the impact of development on a sensitive interface; and*
- *Adjoining properties to the north are covered by a heritage overlay.*

In effect this envelope will direct the bulk of the development onto Plenty Road edge and away from the sensitive residential interface boundary with the adjoining residential properties to the rear and yet allows a reasonable amount of development yield to facilitate development to occur. This envelope assists in minimising the potential for overshadowing to the southern side properties.



4.3 Precinct 2 - Tyler Street

Figure 101 - Indicative Tyler St Precinct - south cross-section (Murray Road to Wood Street)

This cross-section cuts through properties either side of Plenty Road where there is a mix of uses on land zoned for business, residential and industrial purposes. The built form demonstrates that a 3 - 5 storey development could fit comfortably within a 45° building envelope and provide a 3 storey street wall to Plenty Road. This consolidation will net better efficient development yields and are encouraged subject to reinforcing a finer grain through building detailing. A 45° building envelope is applied in this section as this will:

- *direct the bulk of the development onto Plenty Road edge and away from the sensitive interface boundary;*
- *reduce the potential for overshadowing, as the main road runs north/south and access to sunlight is less of an issue on level ground;*
- *On the west side there are generally laneways separating the sensitive residential uses from the mixed use development that fronts Plenty Road.*

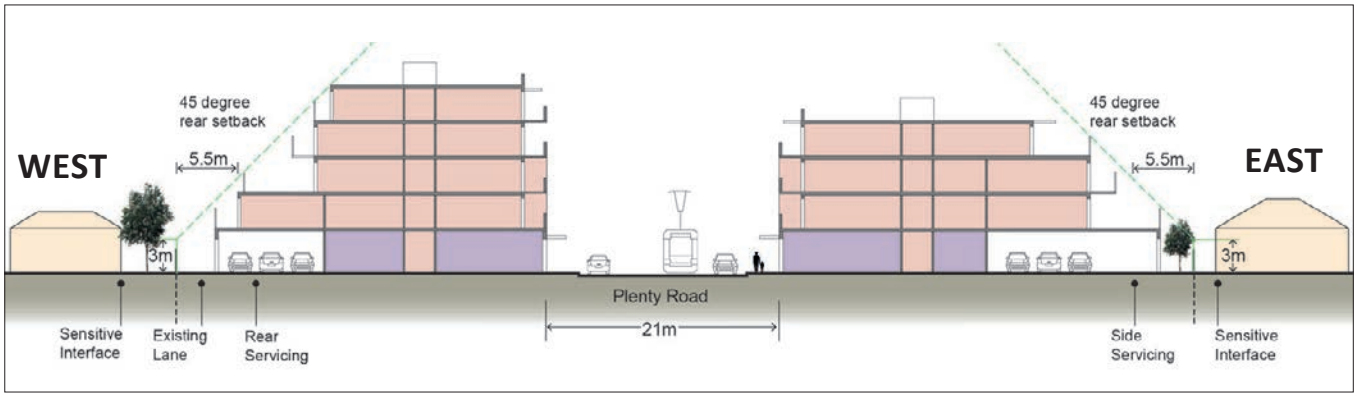
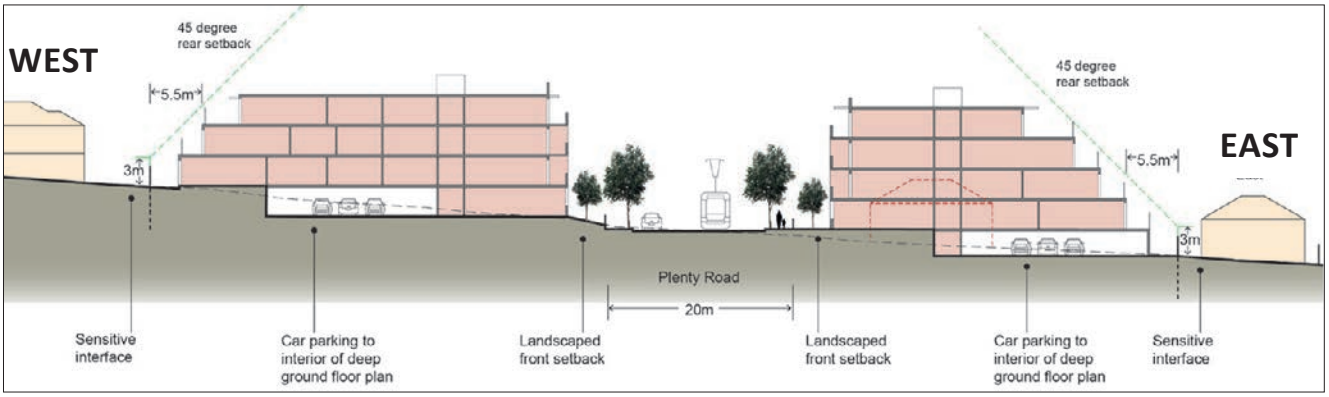


Figure 102 - Indicative Tyler St Precinct - north residential cross-section (Ethel Grove to Albert Street)

This cross-section cuts through the residential properties either side of Plenty Road and shows the land falling generally from north to south. In this section a 30° building envelope would be applied as there is no rear laneway between the two properties, to direct the bulk of the development onto Plenty Road edge and away from the sensitive interface boundary with the adjoining residential properties to the rear.

This envelope assists in minimising the potential for overshadowing on the southern side properties. Access would most likely be via a side driveway into a rear or semi-basement car park created by the slope. A 3m building setback off the rear boundary increases the separation distance for the upper levels and allows for a landscaped buffer. A front setback will allow the opportunity for landscaped front gardens combined with street tree plantings will maintain the strong leafy garden feel that characterises this neighbourhood. The need for side or front access mid-block triggers the need to consolidate lots into efficient development parcels rather than squeeze too much development onto a single lot. This consolidation will net better efficient development yields and are encouraged subject to reinforcing a finer grain through building detailing.



4.4 Precinct 3 Summerhill Village

Context

This section contains Summerhill Village Neighbourhood Activity Centre, positioned at the convergence of Albert/Rubicon/Boldrewood/ Plenty Road and comprises supermarkets, discount department stores, a freestanding public hotel, large surface parking lots and isolated pockets of retirement development and typical detached dwellings. To the east and north-east of the centre there are large retirement developments, while development to the south, west and north-west is low density, Post-war residential development.

The precinct is at a regional high point and allows for 360° views including views to the city skyline, views to the east of the Dandenongs with Doncaster Hill in the middle ground, and Kinglake ranges to the north. The south-western section of the precinct sites on this significant high point and the western portion incorporates a significant slope down to the Darebin Creek and extensive parklands along the Plenty Road frontage.

Generally the precinct suffers from poor integration between land uses. In this precinct, Plenty Road has a dedicated corridor for the tram and with three traffic lanes on either side serving heavy traffic volumes along the corridor. A challenge is to integrate the eastern and western sides of Plenty Road and provide ease and comfort for pedestrians accessing public transport stops and crossing the corridor.

Many of the retail outlets at Summerhill Village are at the end of their commercial life and in need of revitalisation. This is an opportunity to achieve a higher level of integration and mixture of uses to ensure that the future neighbourhood is more sustainable and mixed in its land use and residential diversity. Currently there is no residential land use at Summerhill Village.

Minor changes have begun in this precinct in the residential areas, however it is anticipated that significant change is imminent, particularly in the commercial area. On the west side of Plenty Road there has been some recent site consolidation developed with apartment/townhouses. A planning permit has been issued for development of the shopping centre site including two high rise residential towers sitting on a three level commercial/residential podium. To the south the proposal has incorporated 3 level townhouses providing a transitional stepping down of the form to the residential interface.

Figure 103 - Derelict site in the Summerhill Village precinct, Reservoir

Source: Google Street View

Analysis

The poor integration of the Shopping Centre from the surrounding area has been raised in the background Study as a key issue. There is substantial amount of land at ground level devoted to car parking which creates a sea around the Shopping Centre and a barrier for pedestrian access from Plenty Road. The gradient change further isolates the shopping Centre from its immediate walkable catchment to the south.

The current and future heavy traffic volumes along Plenty Road create a pedestrian barrier to pedestrians approaching from the north.

New access points onto Plenty Road from individual properties needs to be managed and where possible should be directed onto side streets. As the area intensifies and more local traffic is generated, it may be necessary to reconfigure the signalised intersections at Loddon Ave and Gremel Road. This will improve pedestrian movement between the local destinations such as:

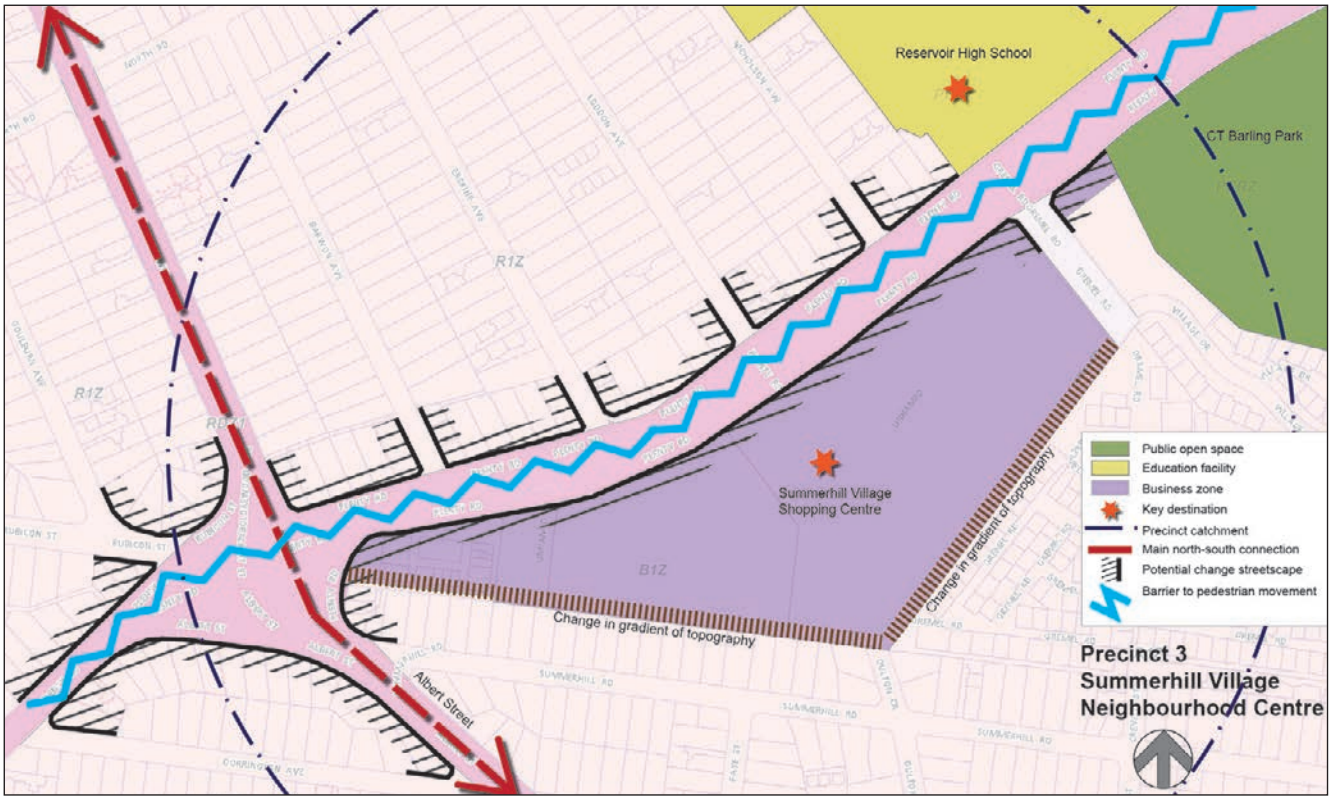
- Reservoir High School;
- Public transport stops;
- Surrounding residential areas - north, east and south; and the Shopping Centre.

In its transformation of the Shopping Centre to a 'village', recent planning permit applications show a desire for a substantial rethink on the layout and function of the shopping centre. Creating a walkable environment within the village core area will require careful consideration of footpath slopes and should meet universal requirements.

Improved walking conditions, via a network of wide paths with a reduced gradient, connecting through the site and to the surrounding streets, will increase the accessibility and have a big impact on the Shopping Centre.

Future redesign of the shopping centre to include the introduction of escalator/travelator for shopping trolleys will allow car parking to be tucked either above or below the main shopping level.

Figure 104 - Summerhill Village Existing Conditions



4.4 Precinct 3 - Summerhill Village

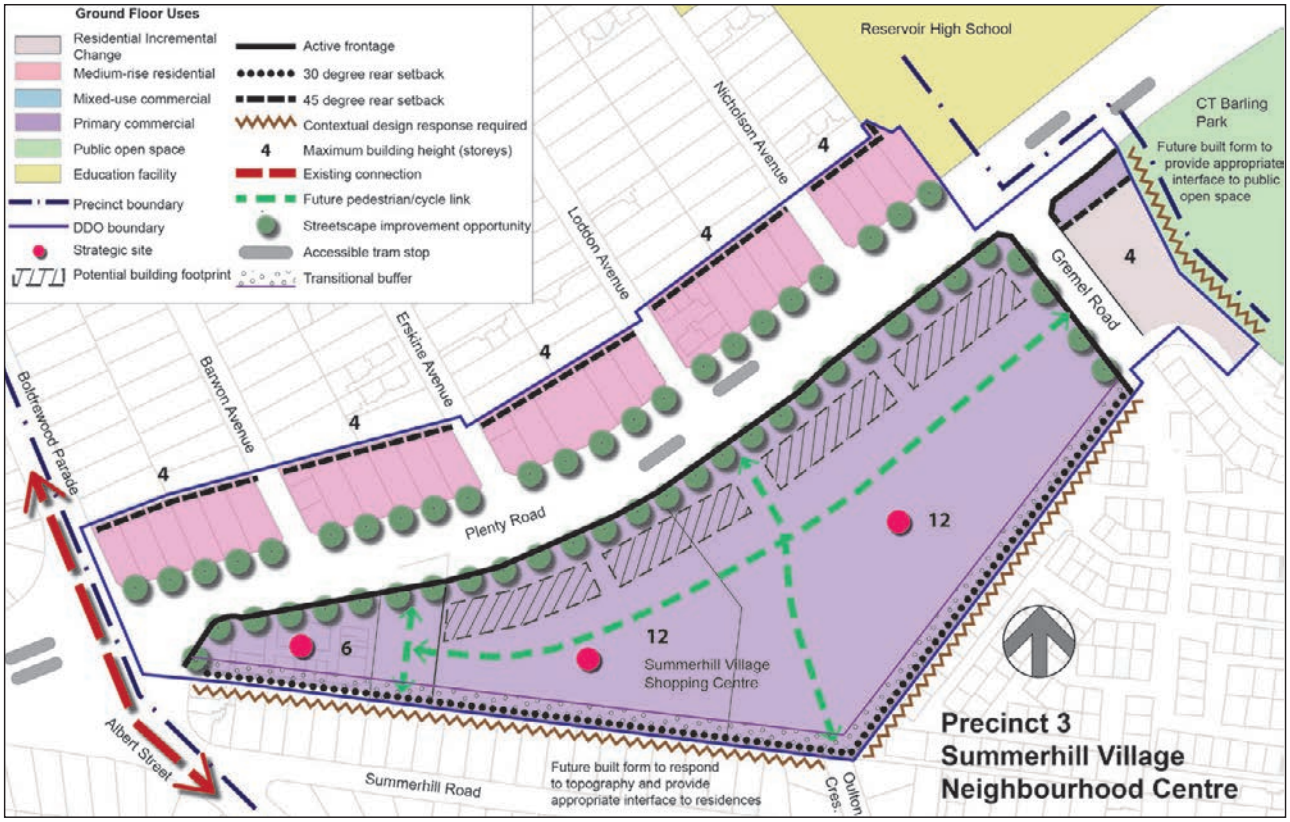
Figure 105 - Summerhill Village Framework Plan

This Framework Plan encourages new development to focus on the two key strategic sites to create a new urban edge, presenting an active frontage to the south side of Plenty Road. This development will contribute to a consolidated Activity Centre with a taller built form at its core to celebrate its elevated position. Creating a fine-grained pedestrian network of semi-public lanes lined by shop fronts, with places to meet, sit and rest at ground level will contribute to an attractive pedestrian-friendly feel and perception of safety. A wider network of laneways from Plenty Road, from Loddon Avenue south to Oulton Cresent, connecting through the commercial/retail core at ground level will also improve pedestrian access from the residential catchments to the south and north. This could serve as a central 'mainstreet' retail focus at the heart of the Village from which active frontages could permeate.

Plenty Road is sufficiently wide in this section so that its edges can be softened by extensive street tree planting to create a boulevard effect and an attractive street address for the adjoining uses.

The significant gradient fall to the south further compounds the sensitive interface issues for the residential properties abutting the strategic sites. Development along this southern edge will need to be stepped down to minimise the direct overshadowing of adjacent properties.

The north side of Plenty Road can accommodate residential intensification in the form of 4 - 6 storey apartment -style development. These properties are larger than in the south of the municipality and their regular shape will yield a more efficient built form. Further yield and design benefits will be gained from consolidation of lots, especially on corner locations. Development to this height along the ridge line will be afforded views north and south across the metropolitan area. Again, there should be a transition between the taller built form addressing Plenty Road towards the established residential areas to the north. Vehicle access is preferred off adjoining side streets. Although this may not be possible on all developments with only a few sections of former rear lanes remaining in public ownership.



Preferred Future Outcomes

The Summerhill precinct offers excellent potential for redevelopment and regeneration of an improved activity centre upgrading the post war typology to a vibrant and viable 21st century town centre layout and form. As increased activity is anticipated, a denser form of development will be created on the Summerhill Village site with more moderate forms radiating from the retail core on the north side of Plenty Road being responsive to their context. The improved Village centre allows more people to live close to the associated services, employment and existing public transport facilities in this area. At the same time, redevelopment will allow for improvements to the physical amenity of the area on private land and within the public realm.

It is expected that redevelopment in and around this centre will occur in a short to medium timeframe (5-10 years) so that an integrated built form, movement network and quality public realm can be created to include:

- Creation of active frontages along the south side of Plenty Road with a fine grained mixed use and specialty retail shops along the main road frontages forward of and concealing larger format supermarket and department store uses
- Relocation of basement car parking concealed from Plenty Road and utilising the significant slope
- Creation of linking north-south streets and paths through the Summerhill site as an extension of Outon Crescent to the south and Loddon Avenue north of Plenty Road.

The prominence and scale of the site allows a range of redevelopment solutions including potential for significant height towards the Plenty Road frontage. A benchmark for height up to 16 storeys has been set by an approved development.

Public Realm

Traffic and tram infrastructure dominates the public realm in this area and provides a clear starting point for public realm improvements. Firstly, lighting and sheltered seating at tram stops are a high priority. Activated frontages within the private realm will improve pedestrian amenity but a wider footpath on the south side of Plenty Road is essential given the anticipated level of change. Established native trees line the tram corridor but ground cover planting and surface treatments would improve the existing untidy appearance and providing a coherent landscape treatment throughout will significantly improve the sense of place and identity experienced around this important node.

A signage strategy for the precinct is important to assist the legibility of the area as it transitions for both pedestrians and road users. On the east side of Plenty Road/Albert St/Bolderwood Parade junction are large landscaped sites within the road reserve which could offer opportunities for the installation of entry features such as signage, public art or feature landscaping.

Public realm improvements will be important to contribute to a sense of identity and place as this area redevelops. Coordinating public realm improvements with the quantum of private development will assist with encouraging safe and comfortable walkability throughout the precinct, thus contributing to the shift towards more active travel.

The redevelopment of large land holdings in Summerhill Village should also seek to incorporate public meeting places which interface with the tram corridor, outdoor dining and street based retail opportunities. These are key elements which can contribute to a 'town centre' feel and will enhance the attractiveness of Summerhill Village as a place to live, work and play. Public plazas or similar features would naturally complement the larger active recreation opportunities found at CT Barling Park.

4.4 Precinct 3 - Summerhill Village

Built Form

Adjacent to the ridgeline of Plenty Road, the Summerhill Village activity centre constitutes a strategic site with a handful of very large land holdings. Future development will be a higher built form in the style of multi-storey apartment buildings and a mix of retail and local small scale businesses. The centre has the potential to become a more cohesive neighbourhood centre if a critical mass of uses and residential intensification takes place.

Topography and site sizes offers opportunities for concealment of car parking and utilities in the major portion of the retail core area of Summerhill. On large sites podiums should present 3-4 storeys to Plenty Road with well spaced slender higher forms above which provide demarcation of the junction and high point demonstrating architectural excellence that responds to its high visibility. Higher buildings should be designed 'in the round' with attention to detail on all visible facades. Such forms should provide generous setbacks from sensitive residential interfaces. Lower forms which present a more bulky and 'squat' form should be avoided.

Built form within the residential strip on the north side of Plenty Road will transition to consolidated residential apartment forms taking advantage of the location adjoining a key activity centre serving daily needs. Through transitional setbacks to their northern edge, interface with detached housing on side streets will be managed, however given the orientation of Plenty Road residential lots, overshadowing will largely fall across the public realm. Without rear or side vehicle access, mid block lots should be consolidated to efficiently manage access and develop to their potential of up to 4 storeys. A reduction of front setbacks and development of a four storey street wall on residential lots between Boldrewood Parade and Reservoir High School would be appropriate to enable rear northern setbacks to respond to the sensitive residential interface to the north.

Movement and Transport

Plenty Road has a significant role as a major arterial road and a designated strategic public transport corridor. It contains a dedicated easement within the road corridor to tram movement and stopping that has been buffered from road traffic by landscaping. The junction around Plenty Road and Albert Street is complex and traffic management is an ongoing challenge to manage. Improving the sense of safety for bicycles and pedestrians along this section of the corridor will improve the appeal of active transport opportunities which will serve the local population and this needs to be balanced with regional role of Plenty Road and Albert Street.

The intersection of Plenty Road, Albert Street and Bolderwood Parade is effectively a five ways intersection through and onto the precinct. Four sets of traffic lights down the length of Plenty Road create adequate opportunities for safe and reasonably convenient pedestrian access across Plenty Road, and manages vehicle access onto and off Plenty Road.

A dedicated tram easement along Plenty Road begins from Bolderwood Parade with signalised pedestrian access located concurrent with tram stops. An improved amenity for tram users could be created in the long term by installing island tram stops. Logical and convenient pedestrian links between retail/commercial develop-

Figure 106 - Tram stop at the busy Albert Street / Boldrewood Parade / Plenty Road intersection

Source: Google Street View

ment and tram stops/pedestrian crossings will assist the mobility of pedestrians in the precinct.

Although pedestrian footpaths are provided on both sides of Plenty Road the pedestrian amenity within this precinct is very poor. Minimal separation is provided between the roadway and footpaths with only narrow naturestrips providing separation adjacent to heavy traffic. Widening footpaths at key junctions to accommodate the growth in pedestrianisation will be required as development evolves. Landscaping and other measures which provide a sense of protection and separation between fast moving traffic and pedestrians will also support walkability principles.

Consideration for bicycle access is also necessary, particularly given the local key destinations including Summerhill Village, Reservoir High School and CT Barling Park. The connection between the Darebin Creek shared pedestrian/cycle path in CT Barling Park and Summerhill Village should also be upgraded as bicycles utilise either the road space (no bicycle markings) or the footpath, which is inadequate for such a dual purpose. End-of trip bicycle facilities (e.g. change rooms and weather protected secure bicycle parking) should be a feature in the redevelopment of the Summerhill Village to encourage visitors and employees to embrace active transport. These measures should also be bolstered with on-site bicycle parking (higher than the minimum requirements) as a key feature of high rise apartment development.

Sustainability

The large scale redevelopment of the Summerhill Village site is an unmissable opportunity to incorporate best practice and innovative Environmentally Sustainable Design, including passive solar and ventilation design treatments, on-site water conservation and treatment, considering embodied energy and performance of materials, incorporating renewable energy facilities. Redevelopment on consolidated sites can utilise first principles of passive design and integrate ecologically sustainable design outcomes. There is an opportunity for the precinct to operate across property titles with regards to energy generation/utilisation and water sensitive design.

Establishing businesses should also be encouraged to incorporate sustainable design and technologies with consideration for waste management and embodied energy an up-front consideration in design and commercial fit-outs. This is a key opportunity to support the development of the green construction and commerce industries.

Infrastructure

The precinct is well serviced with infrastructure and has capacity to accommodate increased development. Sustainable practices should be incorporated within future developments to reduce stormwater runoff, allow for on-site water harvesting, water recycling and other emerging initiatives.

Drainage capacity within this area is generally unconstrained due to the area's sloping topography and the ability for major flows to be accommodated by parkland within the Darebin Creek floodway.

Car Parking Management

The creation of active and vibrant activity centre as a mixed use precinct with retail, entertainment and residential uses can generate some efficiencies in terms of car parking demand. Careful planning for car parking needs is essential to manage the car parking requirements of this new community and other users of the activity centre.

Car parking design must not be visible from Plenty Road and can utilise the slope of the land and basement parking to efficiently provide car parking within the Summerhill village development site. There is a key opportunity to bring buildings to the street edge, create a better interface with retail activity and take advantage of passing traffic whilst giving the Summerhill Village a profile to the road corridor, which is sorely lacking at present.

The north side of Plenty Road should seek to consolidate land to reduce the number of road crossings along the Plenty Road frontages and prioritise car access from the side street frontage. Car parking in these sites will need to ensure vehicles are able to access Plenty Road in a forward direction. Proliferation of wide crossovers along Plenty Road should be avoided as this area serves as a potential conduit for pedestrian traffic from the residential hinterland to the north.

4.4 Precinct 3 - Summerhill Village

Figure 107 - Summary Table of DDO controls for Precinct 3

Precinct 3 - Summerhill Village

Objectives:

To encourage new development that contributes to the consolidation of the Activity Centre through the development of an integrated taller built form.

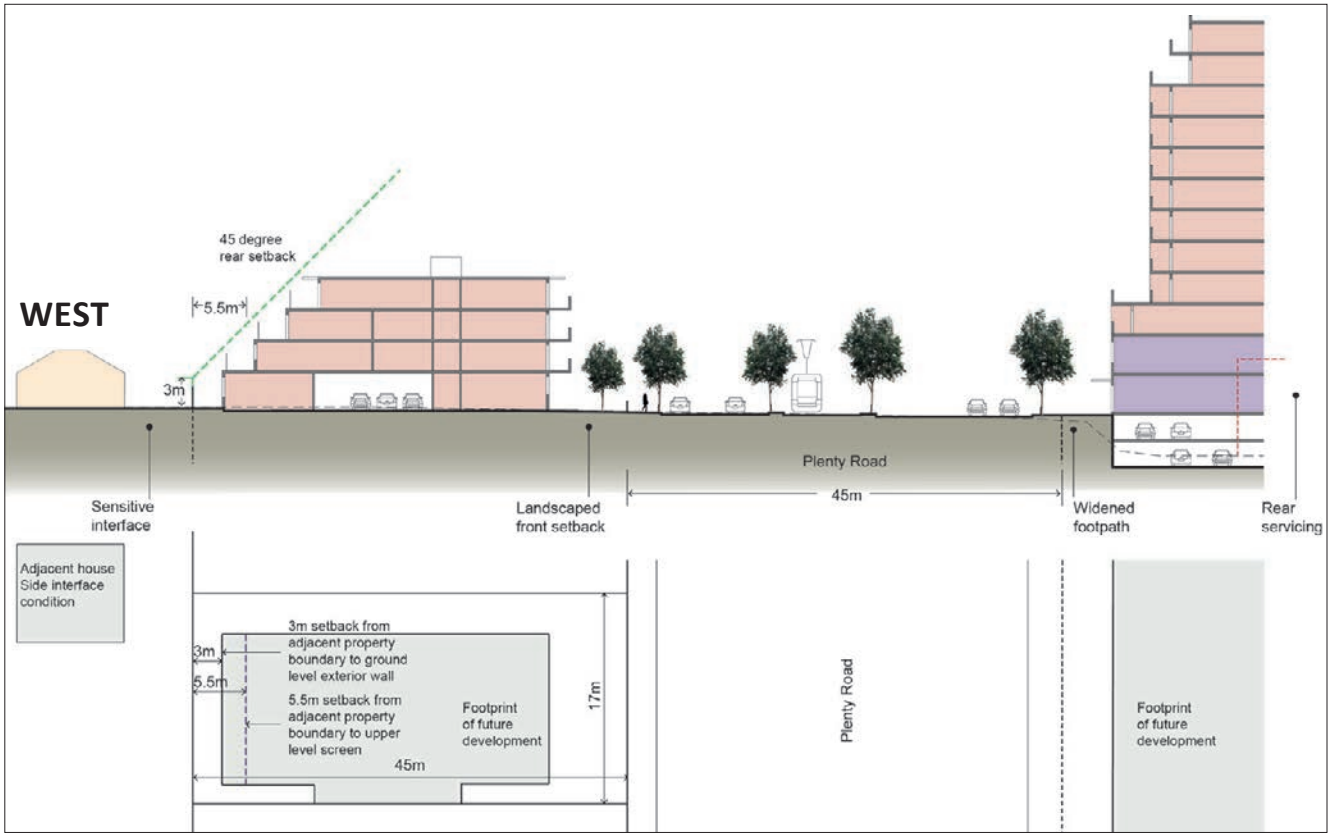
To ensure that new development contributes to a strong high quality pedestrian friendly environment by creating an active frontage to Plenty Road.

To respond to the elevated position of the centre and transition to the lower surrounding residential area in a respectful way.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
800 Plenty Road - south side	**6 storeys** 20m	30°	This site is currently constrained by several former roads internal to the site which need to be consolidated to facilitate efficient redevelopment. A limit of 6 storeys is suggested for this site to stepp down and follow the slope of the site. This site sits below the level of Plenty Road and it frontage extends around a slip lane to Albert street. Additional consideration is required to create an active frontages at ground floor level that makes a positive contribution to the pedestrian environment. The significantslope across this site will enable several built form levels to be sleeved within the site below the street leve. Retain the laneway along the southern boundary as a transition buffer the the lower surrounding residential uses. The impact of the visual bulk and mass from new development can be managed through the application of a 30° rear setback.
Strategic sites: 830 and 850 Plenty Road - south side	**12 storeys** 38m	30°	Multi-storey residential with mixed use at ground level. High quality front of building design consisting of a podium (1 - 4 storeys) with taller built form set back from Plenty Road towards the middle of the site and set back from sensitive interfaces to the south. Encourage active frontages at ground floor level 30° rear setback responding to slope.

Figure 108 - Indicative cross-section through Summerhill Village

There is an existing permit to construct a 12 storey building consisting of 319 apartments with a range of mixed use shops and commercial businesses at ground level with lower level car parking sleeved below.



4.5 Precinct 4 Lancaster Gate

Context

The Lancaster Gate Precinct extends along Plenty Road from Gremel Road to the municipality's northern boundary at the Grimshaw Street intersection to the west and the northern boundary of the Gresswell Grange development in Lancaster Gate. The Precinct is located in the north-east corner of the municipality approximately 15 kilometres from the Melbourne CBD and served by Tram Route 86.

The Precinct is distinguished by the rising topography from the Darebin Creek at Kingsbury Drive towards two significant high points at Mt Cooper and Gresswell Hill before it plateaus to fall again towards Darebin Creek.

There are sufficient differences in the land use and built form along this Precinct creating three distinctive sub-precinct areas, defined as:

- South of the activity centre;
- Lancaster Gate Neighbourhood Activity Centre (an approved development plan supports and guides future development of this area to achieve active commercial/retail frontages; a generous, landscaped front setback; and heights of 2-4 storeys along Plenty Road); and
- North of activity centre to municipal boundary.

The land uses along Plenty Road have a regional significance and identity and include La Trobe University, Bundoora Park, Polaris Shopping Centre development and the Strategic Site at 1091 Plenty Road (former Smorgy's Restaurant). The northern sections are predominantly residential with commercial frontages on Plenty Road.

Plenty Road is a wide reserve for this section with six traffic lanes divided by a central median incorporating the Route 86 tram lines as well as a service road in some locations.

Remnant native trees and established planted trees within the road reserve and on adjacent land are a significant feature of the corridor. The road edge conditions are formed a continuous footpath that is buffered from road traffic by small landscape strips.

The built form elements along this stretch are generally recessive to the prominence of the roadway and the tall trees that provide the most dominant vertical forms. The recessed built form is generally 1 and 2 storey dwellings often turning their back (or side) on the road frontage. There are a few distinct exceptions to this residential character including the:

- plateau of the hill on the west side of Plenty Road where more recent development presents a two storey street wall in some sections; and
- built form within the La Trobe University grounds.

Strategic Sites

There are three key strategic sites within this area that when fully redeveloped will boost the local residential catchment and provide additional opportunities of local employment:

- Lancaster Gate Neighbourhood Activity Centre;
- 1091 Plenty Road (formerly Smorgy's Restaurant); and
- La Trobe University.

Details of these are discussed below.

Strategic Site: Lancaster Gate Neighbourhood Activity Centre

A new form of hybrid development blending heritage buildings with surrounding new residential uses around a mixed use core is emerging to create the Lancaster Gate Neighbourhood Activity Centre which contains the Polaris Shopping Centre and several hundred metres frontage to Plenty Road.

An approved development plan (DPO 1) supports and guides future development of this area to achieve active commercial/retail frontages; a generous, landscaped front setback; and heights of 2-4 storeys along Plenty Road.

Figure 109 - Lancaster Gate Existing Conditions

Low scale and sparsely-located uses makes it difficult to consolidate a centre. New development and non-residential uses should be directed into the Activity Centres to build a critical mass of uses and activity. The Lancaster Gate Centre will service the suburbs of Kingsbury, Bundoora Mt Cooper, Springthorpe and McLeod.

4.5 Precinct 4 - Lancaster Gate

Strategic Site: La Trobe University

Its main campus located in Bundoora accounts for some 235 hectares which accommodates 2,500 staff and 22,000 students. The University has land fronting Plenty Road for 1.3 km linking the Lancaster Gate and Summer hill neighbourhood centres. Designed as a series of buildings located in a garden setting, this campus has been isolated from its surrounding uses and from Plenty Road.

Through its *Future Ready 2013-2017* plan the University is placing a greater emphasis of external connections both locally and internationally. This will be reflected in its strategic regional vision across the following:

- Economic Development;
- Education;
- Health and Wellbeing;
- Arts and Culture;
- Transport and Infrastructure;
- Environmental Sustainability; and
- Stimulating the Digital Economy areas of interest.

This broad scope of activity will see an increased engagement by the University outwards with the surrounding community and better use of its real estate towards Plenty Road with the potential for new development to facilitate the incubation of innovative new businesses.

Figure 110 - Recently completed Centre for AgriBioscience at La Trobe University, Bundoora

Source: Premier Capital Developments

The Northern Bioscience Precinct within the University's grounds, has been established in this area with strong private sector partners. This precinct is surrounded by significant natural assets including the La Trobe Wildlife Sanctuary; the Gresswell Forest Nature Conservation Reserve; and the Gresswell Habitat Link.

In addition the campus contains the training facility for the Melbourne Heart. There is likely to be further redevelopment of the sporting and recreational facilities making this area a key destination in the northern parts of metropolitan Melbourne.

Strategic Site: 1091 Plenty Road

Identified as one of the few Strategic Sites in the municipality over 1 hectare in area, the role this site plays within the City is significant for residential growth, a mix of uses and as a contributing element abutting Bundoora Park. Although the site is large, it is not a simple matter of accepting any quantity of bulk and scale of development as an appropriate design outcome.

The background Study precinct plan shows this site as being suitable for a mix of uses including residential. The challenge is to find the right mix of uses and built form response given its strategic context. Its proximity to the park and its location on the periphery of the Lancaster Gate Activity Centre and direct frontage to Plenty Road and the Principal Public Transport Network (PPTN) warrants a detailed and considered precinct plan to guide future development.

This site at 1091, known as the former "Smorgy's" restaurant on Plenty Road has been the subject of a recent intensive high density residential (over 470 apartments) planning permit application. Council's refusal to grant a planning permit has been appealed to VCAT. This process is yet to be finalised at the time of printing.

There is a real opportunity to create a net community benefit at the public/private interface of the park, by delivering a high quality pedestrian space that includes a mix of uses to provide passive surveillance and create a key destination at the southern end of Bundoora Park. This approach is preferred to the proposed development treating this as a typical rear boundary. The site is privileged to have three public frontages and has the opportunity to create a positive

impact in the identity and image of the wider network linking to Lancaster Gate and La Trobe University Town.

It is recognised that intensification can be realised having regard to the important and valued attributes of the locality, the conditions of the surrounding context as well as leveraging the site's opportunities and locational advantages. The challenge is to find a balance between the intent of the policy directives and interpreting these on a large strategic redevelopment site. While the site is more than capable of supporting intensive housing, the height and yield should maintain its compatibility with surrounding development in the area and the sensitive interface with Bundoora Park, while delivering the a net community benefit.

It is not intended for this site to act as an independant island site, isolated from the nearby Lancaster Gate Centre. Nor should it be redeveloped with a mix of uses in directed competition. Previous advice indicated that a Mixed Use Zone (MUZ) would enable a better and more responsive design for this location. Again it is noted that an MUZ allows for better integration of a range of uses that complement and service the residential uses without impinging on nearby commercial centres. A rezoning would be possible with and affiliated DPO or DDO requirement guiding development. This approach would enable the necessary framework planning to realise a successful and well-considered design outcome with a better mix of use to be located on the site, but assist in managing built form and functioning of the site to be considered and agreed as a package.

Suggested Design Principles

The following set of design principles are suggested as a means of directing future redevelopment of the site.

These principles include, but are not limited to:

- Active frontage to Plenty Road and Bundoora Park
- Gradual transition between park and built form
- Transition to occur on proposed development site
- High Quality landscaping of communal space
- Clear separation between Public and Private uses
- Sensitive Residential interface issues to be managed
- Protect trees on the park
- Direct height towards centre of the site
- 4 - 6 Storey built form with strong urban edge to Plenty Road
- Buffer built form height using podium treatment and landscaping

Figure 111 - Aerial view of Strategic Site at 1091 Plenty Road, Bundoora

4.5 Precinct 4 - Lancaster Gate

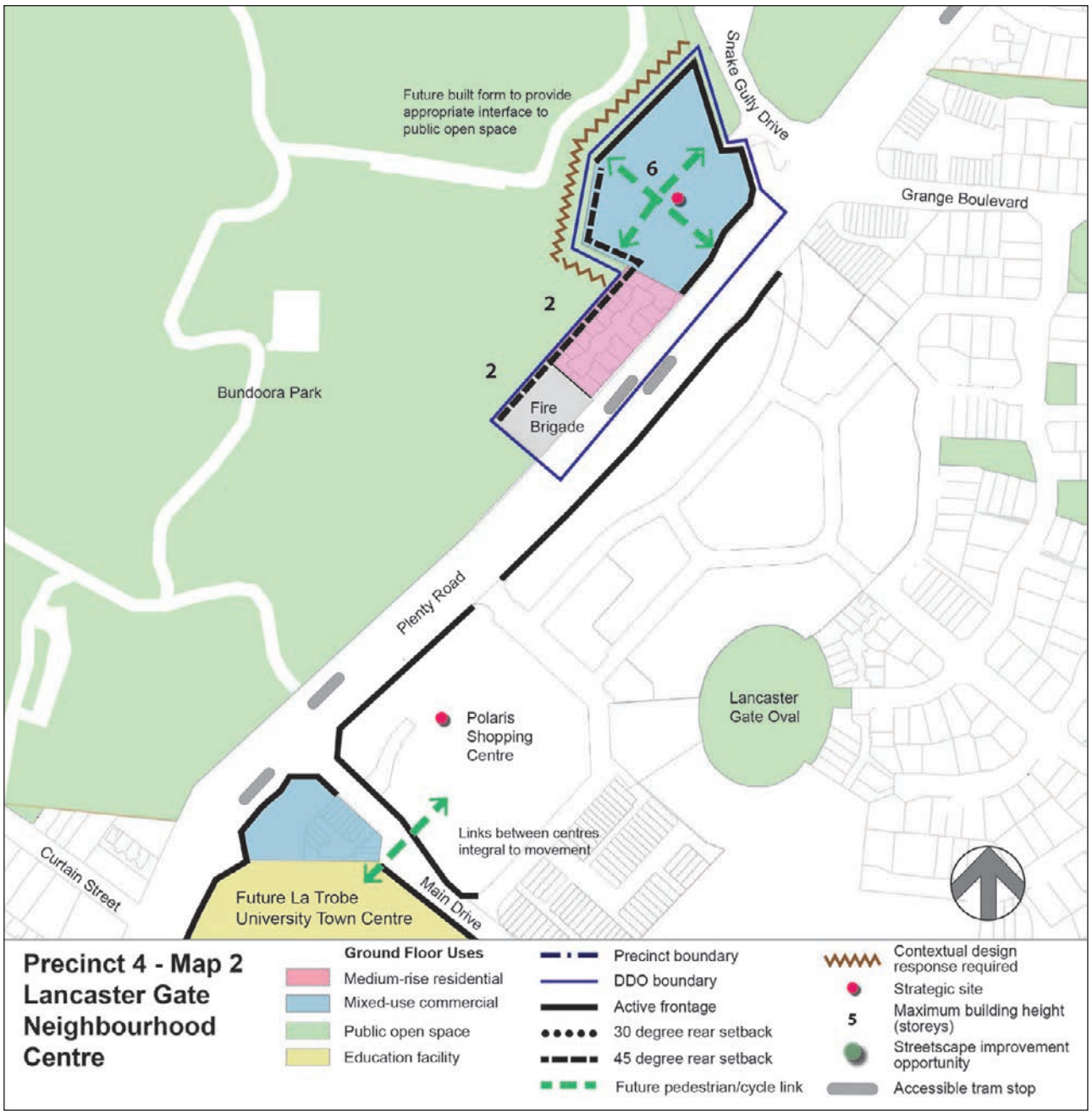
Figure 112 - Lancaster Gate Neighbourhood Centre Framework Plan - Map 1

The Framework plan Map 1 shows a mix of uses that are not essential within the activity centre (Petrol Stations and workshop-based businesses) along the north side of Plenty Road opposite open space and the Darebin Cemetery. In general this mix of uses will remain with property north of Kingsbury Drive likely to redevelop with uses that generate active frontages to respond to the future redevelopment of La Trobe University land on the south east side of Plenty Road. Future car parking spaces should be located towards the sides or rear of structures and the Plenty Road frontage should be activated through commercial and office uses.

Figure 113 - Lancaster Gate Neighbourhood Centre Framework Plan - Map 2

The Framework Plan Map 2 shows how the anticipated growth will support the role of the neighbourhood activity centre by implementing and updating the Lancaster Gate Development Plan. Any increased residential density in the Activity Centre should be above ground level and be located within easy walking distance of the tram stops to support more use of public transport. This will be assisted by improving pedestrian access to and across Plenty Road between the key destination of Bundoora Park and La Trobe University.

Redevelopment of the Strategic Site at 1091 Plenty Road should facilitate a mix of uses that complement the role and function of the Lancaster Gate Neighbourhood Activity Centre. This can be achieved by including residential uses above ground level at increased densities, high quality landscaped communal spaces at ground level and an adequate transition buffer within the site between Bundoora Park and the taller built form elements.



4.5 Precinct 4 - Lancaster Gate

Preferred Future Outcomes

As this Precinct pivots around the emerging centrally located Lancaster Gate centre, it is a key objective that new development on Plenty Road should contribute to the consolidation of non-residential uses into this hub and does not dribble along the corridor.

The negative amenity impacts of a Plenty Road interface will require sensitive design responses such as increased setbacks and increased standards of glazing and noise attenuation. This should not be at the expense of delivering an integrated pedestrian environment and streetscape with the adjoining land uses.

However, solid fencing or development that turns its back on Plenty Road is strongly discouraged.

Strategic Site: La Trobe University

Part of its long term vision is to create a vibrant new town centre (adjacent to Lancaster Gate) for use by the whole community leveraging off the campus facilities. It is envisaged that this centre will be linked via a network of tree-lined pedestrian and bicycle promenades. New development along the Plenty Road frontage should support a high quality and well-lit pedestrian environment that will be used over extended hours. A built form of 4 - 6 storey development along this edge (and the privately owned northern side properties) will create a greater focus on the emerging activity centre.

Figure 114 - Polaris development within Lancaster Gate, Bundoora

Source: Herald Sun

Strategic Site: 1091 Plenty Road

As a strategic site, new development at 1091 Plenty Road could contain more intensive development with a mix of uses at ground level to provide an active frontage and pedestrian friendly environment onto Plenty Road as well as the sensitive interface with the Park. Special consideration needs to be given to the transition of built form and achieving a sensitive interface with Bundoora Park. The size of this strategic site warrants its own precinct plan which outlines how this new development and the new community it generates can best support the emerging role of the Lancaster Gate neighbourhood activity centre.

Lancaster Gate Neighbourhood Activity Centre

The Lancaster Gate Activity Centre will continue to serve a largely local role in the short term. However, the growing influence of La Trobe University as a regional destination and possibly international attraction and its desire to create partnerships with businesses, will have flow-on benefits and shape how the Activity Centre grows over time.

Within the Activity Centre's immediate surrounds there are some opportunities for greater ground level mixed use to be developed with residential uses above, particularly proximate to tram stops. This suggested increased residential density will increase the local catchment for the centre and can be supported in this context where redeveloped larger lots can manage sensitive interface issues. Residential intensification along the Plenty Road frontage in a taller built form of 4 - 6 storeys will provide additional casual surveillance of the footpath and contribute to the overall perception of safety for pedestrians using the area and adjoining public transport stops.

In light of the scale of development proposed on surrounding strategic sites and the existing Development Plan (DPO 1 in the Darebin Planning Scheme) reaching the end of its life-cycle, a revised or newly updated Development Plan is warranted. This new Plan will enable a finer-grain of guidance to be provided for the final stages of the private sector development and its integration with the public realm in the context of a new 'place' or Activity Centre being created. This will be achieved through an increase in residential density in the form of multi-storey development which is 4 - 6 storeys, tapering down to the lower suburban scale surroundings.

Public Realm

Remnant native trees and established planted trees within the road reserve and on adjacent land are a significant feature of the Corridor. The road edge conditions form a continuous footpath that is buffered from road traffic by small landscape strips. Public realm is a major feature of this precinct with generous road reserves and significant, regional parkland along the edges. There are numerous opportunities to upgrade and improve amenity within this precinct through footpath upgrades and widening, tree planting, the inclusion of street furniture and lighting. Tram stops and intersections should be a priority for sheltered seating and lighting. In addition, the large frontages of parkland on the north side of the Precinct and adjacent to Darebin Creek provides a substantial potential for community recreation facilities. Improved signage and wayfinding would provide beneficial information as well as enhance the attractiveness of the area, provide a sense of identity and improve pedestrian amenity and access.

Built Form

Varied amounts of change (incremental and substantial) are likely to occur in this Precinct on key sites rather than through a major redevelopment of existing residential and mixed use areas. Particular opportunities may be taken up within the La Trobe University site, the former Smorgy's restaurant site (1091 Plenty Road), the Plenty Road frontage to the Polaris development and elsewhere on undeveloped or consolidated sites. In these contexts afford the opportunity for landmark buildings or high architectural quality to be developed in response to the parkland settings. This will be achieved through an increase in residential density supported by multi-storey development which is 4-6 storeys subject to on and off-site amenity considerations.

As a strategic site, new development at 1091 Plenty Road could contain more intensive development with a mix of uses at ground level to provide an active frontage and pedestrian friendly environment onto Plenty Road as well as the sensitive interface with the Park. Special consideration needs to be given to the transition of built form and achieving a sensitive interface with Bundoora Park.

Movement and Transport

Plenty Road has a significant role as a major arterial road and a designated strategic public transport corridor. It contains a dedicated easement within the road corridor to tram movement and stopping that has been buffered from road traffic by landscaping. It has a major role serving La Trobe University within this Precinct. The high order road function of Plenty Road has two key impacts on the Precinct:

- Vehicle access from Plenty Road is limited and future access should be created from secondary or local roads to ensure safe and efficient traffic movement within the area; and
- Amenity at the road interface for sensitive uses is compromised and appropriate design solutions will apply including landscaped setbacks, double glazing, and preference for non-residential uses at ground level clustered in the Activity Centre.

Car Parking Management

This area has generally been developed as a car based destination, although it does have access to a tram and La Trobe University. A high level of car ownership and reliance is anticipated in this context. Car parking in new developments should:

- Provide adequate car parking for the low scale residential context;
- Encourage access off the local road network rather than new road crossings onto Plenty Road; and
- Cater for student parking in ways that integrates with the built form, possibly in a basement or on upper levels to avoid large islands of at-grade car parks.

Sustainability

First principles of sustainable design such as site planning for efficient solar access can form the basis of future development in this area given the larger standard lot size and side and rear setbacks within existing development.

Strategic Sites offer the opportunity of 'economies of scale' to introduce sustainability features and have excellent conditions to develop best practice using responsive design treatments, on-site water conservation and treatment, considering embodied energy and performance of materials, incorporating renewable energy facilities.

4.5 Precinct 4 - Lancaster Gate

Figure 115 - Summary Table of DDO controls for Precinct 4

Precinct 4 - Lancaster Gate

Objectives:

To encourage consolidation of centres to form a high quality activity centre.

Sub-precinct	Maximum height	Rear setback	Additional guidelines
895 to 977 Plenty Road (Darebin Creek to Bradshaw Street) - north side	**4 storeys** 14m	45^0	Limited opportunity for increased residential density in a multi-storey apartment-style built form development between Keats Avenue and Scott Grove. Any residential development should consider the reverse sensitivity and amenity impacts from adjoining businesses.
979 to 1005 Plenty Road (Bradshaw Street to Clunes Street) - north side	**6 storeys** 20m	45^0	Partial redevelopment and a fragmented lot pattern means consolidation into efficient parcels is unlikely.
1007 to 1055 Plenty Road (Clunes Street to Bundoora Park) - north side	**6 storeys** 20m	45^0	Redevelopment should consider commercial or mixed uses at ground level to provide an active frontage opposite the proposed La Trobe University Town Centre.
Strategic Site: 1091 Plenty Road (former Smorgy's Restaurant) - north side	**6 storeys** 20m	45°	Multi-storey residential with mixed use at ground level. High quality front of building design consisting of a podium (1 - 4 storeys) with taller built form set back from Plenty Road towards the middle of the site. A transition buffer within the site based on the 45° built form envelope, may include a new local street and landscaping to increase the separation and respect the sensitive interface with Bundoora Park. There is also the opportunity to include a mix of uses at ground level fronting onto the Park to activate this edge and increase casual surveillance and perceptions of safety. **Design Principles:** Active frontage to Plenty Road and Bundoora Park Development to be set back from Bundoora Park boundaries to allow for deep root landscaping with canopy trees Gradual transition between the park and built form Transition to occur on proposed development site High quality landscaping of communal space Clear separation between public and private uses without the use of fences Sensitive residential interfaces to be managed No development within tree protection zones of park trees Direct height towards centre of the site
Strategic Site: Lancaster Gate Neighbourhood Activity Centre (Polaris development) - south side	See DPO1	See DPO1	Increased residential density in a multi-storey 'apartment' style built form development. Encourage consolidated lots to create a more efficient development parcel and access options. Consider transition to lower scale residential to the rear.

Figure 116 - 1091 Plenty Road Cross-Section 1 (mid-site parallel to Plenty Road)

This cross-section cuts through the suggested development mid-site, looking north towards the park. It shows a 4 storey built form that steps down to follow the natural fall of the site. A double level basement car park would be accessed from an internal laneway.

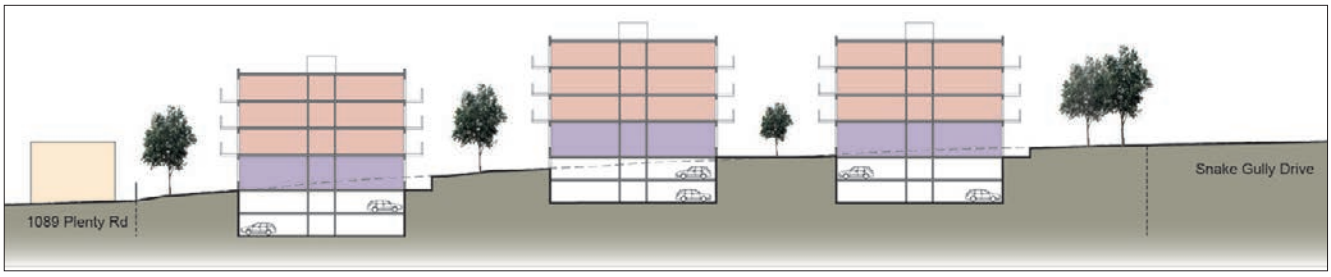
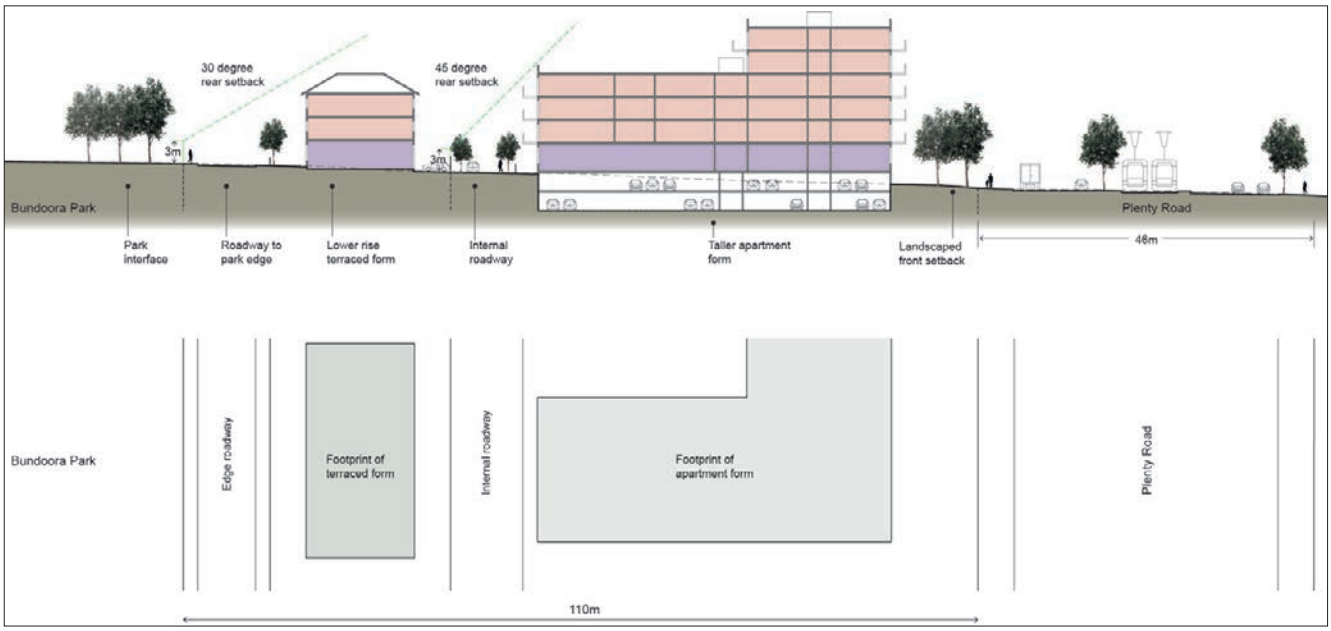


Figure 117 - 1091 Plenty Road Cross-Section 2 (perpendicular to Plenty Road)

This cross-section shows the bulk and height of the development is directed towards Plenty Road to create an active and lively street scape. A smaller scale built form fronts the sensitive interface with Bundoora Park. A double level basement car park allows the ground level to be landscaped and a network of pedestrian spaces linking through the development from Plenty Road to the Park. Reflecting the proposed application of a mixed-use zone the ground level could accommodate a variety of non-residential uses to service the new community and create the opportunity to grow local businesses and jobs.



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5.0 Implementation Plan

5.0 Implementation Plan

Actions

A range of future implementation initiatives are necessary to leverage on the concepts and ideas presented in this framework, so the following Implementation Plan has been suggested.

The plan set out below outlines the actions required to implement the Corridors Strategy and Urban Design Framework. This plan consists of several categories of actions which include:

- Non-regulatory
- Further Strategic Planning
- Capital works
- Advocacy

Issues Associated with Implementation

Some implementation initiatives directly flow from the Framework and will continue to progress within a 6-12 month timeframe. In line with the directive of council the immediate action is to prepare a planning scheme amendment to manage built form and off-site impacts along the St Georges Road and Plenty Road Corridors. To maximise the benefits of the strategic approaches set out in this Framework other actions need to occur concurrently with the amendment.

At this stage the actions appear without a clear sequence or priority for staging. Some of the recommended implementation actions rely on further investigation, working in partnership with other organisations for their successful delivery and further assessment within the broad context of Council's works program.

Non-Regulatory Actions

Council will assist developers to achieve good quality development by providing pre-application advice regarding good design outcomes and the requirements of this Framework.

Undertake regular monitoring of public and private parking conditions to ensure that they:

- Meet demand;
- Facilitate increased use of sustainable transport modes; and
- Do not create a detrimental impact upon the amenity of the streetscapes.

Council will assist developers to achieve good quality development by providing pre-application advice regarding good design outcomes sought.

Council will develop tools to guide the achievement of good design outcomes with potential for incorporate

Encourage residential development in employment areas to be designed to allow for a mixture of uses on the ground and lower floors to facilitate integrated housing development and land-use conversion over time.

Support large developments and discourage underdevelopments on opportunity sites on transport corridors and Substantial Housing Change Areas identified for more intensive development, in accordance with the *Darebin Housing Strategy 2013 (Revised 2015)*, and ensure that the MSS is updated to reinforce this direction.

Further Strategic Planning Actions

- Undertake a Transport and Car Parking Strategy for the corridors that:
    - Takes a comprehensive approach to the preparation of car parking strategies local activity centres and other parts of the corridors where there are clusters of small businesses.
    - Documents existing on-street parking provision, use and design
    - Analyses the future demand for parking in the context of anticipated development.
    - Recommends strategies such as resident parking permit schemes where necessary to deter on-street parking by residents and to encourage public transport use, walking and cycling options or creation of multi-use car parks.
    - Provides the basis for any review of car parking controls or the introduction of a management system in and around activity centres and where demand is exceeding the available spaces in a local context.
- Undertake regular monitoring of public and private parking conditions to ensure that they:
    - Meet demand
    - Facilitate increased use of sustainable transport modes
    - Do not create a detrimental impact upon the amenity of the streetscapes
- Investigate the funding, preparation and implementation tools to guide the achievement of good design outcomes including Environmentally Sustainable Design.
- Investigate the funding, preparation and implementation of a Safety Audit to identify changes and improvement to address safety, security and amenity along the Corridors.
- Investigate the funding, preparation and implementation of a Wayfinding Strategy for place identity that includes the provision of directional signage at key locations. This may include:
    - Creation of a clear and distinct set of graphic/s to represent and unite each Corridor
    - Acknowledging the activity centres, iconic sites/uses and green hot spots adjacent to the Corridors
    - Improved signage to public transport opportunities including details of travel options (public transport, cycling and walking routes).
    - Improved signage to car parking (including time limits)
    - Improved signage to key public open spaces and community recreational facilities close to the Corridors.

Capital Works Actions

- Install wayfinding signage after completion of the Wayfinding Strategy.
- Widen footpaths, improve lighting and upgrade and unify street furniture within Activity Centres in response to development and demand.
- Implement Capital Works recommendations of Safety Audits.
- Upgrade and unify street furniture along the Corridors.
- Ensure new developments improves laneways to encourage better safety and amenity through design of lighting and laneway interfaces.

Advocacy Actions

- Council will assist developers to achieve good quality development by providing pre-application advice regarding the requirements of this Framework and design solutions to promote increased liveability, high quality design outcomes and environmental sustainability, including energy and water use efficiencies.
- Council will liaise with the community to identify needs and initiatives to address the changing local urban environment.
- Council will explore business attraction programs with landowners, local businesses and other interested parties to develop niche markets in each activity centre.
- Council will advocate for:
    - residential development in employment areas to be designed to allow for a mix of uses on the ground and lower floors to facilitate integrated housing development and land-use conversion over time.
    - new housing near retail and employment centres and above ground floor level within activity areas.
- Council will ensure that the MSS is updated to advocate for large developments and discourage underdevelopments on opportunity sites on transport corridors and Substantial Housing Change Areas identified for more intensive development, in accordance with the *Darebin Housing Strategy 2013 (Revised 2015)*.
- Council will explore business attraction programs with landowners, local businesses and other interested parties to develop niche markets in each activity centre.
- Promote alternatives to private vehicle use through implementation of *Going Places: Darebin Transport Strategy 2007-2027*, *Darebin Cycling Strategy 2013-2018*, and the *Darebin Safe Travel Strategy 2010-2015*.
- Council will liaise with the relevant statutory authorities (VicRoads, Victorian Government Department of Transport and Public Transport Victoria and Melbourne Water) regarding:
    - upgrades to the central median of St Georges Road in particular the landscaping design; improvements to the accessibility and permeability of pedestrian and bicycle users; and installation of street furniture including wayfinding signage, public art.
    - upgrade of tram route 86 infrastructure and services to support residential intensification including improvements for public transport users such as installation of lighting and sheltered seating at tram stops, creation of bus lanes along Plenty Road during peak periods and improvements to provision of public transport and strategic connections.
    - improving the bicycle network along Plenty Road through the installation of continuous on-road bicycle lanes.
    - intersection improvements at the intersection of Plenty Road and Summerhill Road including improvements to pedestrian access and amenity.

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6.0 Glossary

Active frontage / Active edges

Refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. Ground floor uses which accommodate activities and provide a level of interaction between pedestrians and the building uses including cafes/restaurants, shops, library etc. Active frontages/edges increase casual surveillance and improve the vitality and safety of an area.

Alternative development forms

Development forms, other than Garden or Urban Apartments, on single lots, which may include modest apartment buildings, or townhouse development.

Amenity

The overall quality of the built form impacts on the level of human enjoyment including on-site and off-site and public and private spaces. Other elements of amenity include landscape amenity, level of noise, air quality and sunlight.

Basement

A storey below ground level, or that projects no more than 1.2 metres above ground level. (Source: Clause 72 Victorian Planning Provisions)

Borrowed light

A room whose only source of light is borrowed from another room, lightcourt or corridor so that the glazing.

Build to line

A front setback expressed as a required distance from the street edge of the building envelope. In urban areas the build to line often corresponds to a zero front setback, to establish a consistent streetscape.

Building height

The vertical distance from natural ground level to the roof or parapet at any point. (Source: Clause 72 Victorian Planning Provisions)

Building separation

Minimum distance between buildings measured from the external wall, window or the edge of a balcony. Screens, planter boxes and architectural façade elements may be located within the building separation.

Built form

Building design including height, distance from property lines, awnings, podium etc. Ideally the built form is sensitive to its surroundings.

Clear to the sky

An unroofed area or area roofed with material that transmits 90 per cent of light. (Source: Clause 72 Victorian Planning Provisions)

Crime Prevention Through Environmental Design (CPTED)

All elements of design, including buildings and landscaping, at the street level maximise safety for pedestrians and cyclists by ensuring people can see and be seen (called casual surveillance). This can be achieved through footpath dining, community events, balconies and avoiding hidden places.

Development potential

The configuration of future development on a site, in terms of the number of dwellings accommodated, the form of the building, its positioning and arrangement.

Development yield

The number of dwellings that can be accommodated on a lot, may also include commercial units for mixed-use development.

Dual aspect apartment

Apartments which have at least two major external walls facing in different directions, including corner, cross over and cross through apartments.

Floor to ceiling height

The height dimension measured from finished floor level to finished ceiling level.

Frontage

The road alignment at the front of a lot. If a lot abuts two or more roads, the one to which the building, or proposed building, faces. (Source: Clause 72 Victorian Planning Provisions)

Frontage width

The width of the lot frontage, at the street edge. Influences the arrangement of vehicle and pedestrian entrances, and the amount of street facing dwellings that can be provided.

Garden Apartment

Apartment buildings which locate the mass of the building envelope towards the street frontage, and away from rear boundaries. Dwelling outlooks are primarily orientated towards the front or rear of the lot. Spaces are provided around the building footprint to allow for landscaping and a garden setting.

Ground level

The natural level of a site at any point. (Source: Clause 72 Victorian Planning Provisions)

Habitable room

Any room of a dwelling or residential building other than a bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, stair, lobby, photographic darkroom, clothes drying room and other space of a specialised nature occupied neither frequently nor for extended periods. (Source: Clause 72 Victorian Planning Provisions)

Heat island

Heat islands form in urban and suburban areas because many common construction materials absorb and retain more of the sun's heat than natural materials in less developed rural areas. The temperature difference is normally more pronounced at night than during the day.

High Change

See *Substantial Change*.

Human scale development

Buildings that provide an appropriate scale and level of detailing that relates to human physical attributes, and the pedestrian environment.

Incremental Change along Strategic Corridors

Areas that promote moderate housing growth and diversification due to reasonable level of access to public transport, services and a lack of constraints. A moderate level of housing change over time is encouraged which may include a mixture of single and semi-detached dwellings as well as infill development including 2-3 storey town houses and villas with scale and outcome dependent on local character and conditions. Medium density housing may be encouraged in selected locations. Within these areas, there are varying local conditions that necessitate a different scale and built form outcome, such as lot dimensions, lot consolidation and strategic corridor frontage.

Internal amenity

The internal quality of a dwelling, assessed in terms of outlook, solar access, ventilation, space, noise levels etc.

Light well

Unroofed external space, provided within the volume of a building, to allow light and air to the windows that open on to it.

Lot

A part (consisting of one or more pieces) of any land (except a road, a reserve, or common property) shown on a plan, which can be disposed of separately and includes a unit or accessory unit on a registered plan of strata subdivision and a lot or accessory lot on a registered cluster plan. (Source: Clause 72 Victorian Planning Provisions)

6.0 Glossary

Mean building height

The vertical distance between the mean ground level and the finished roof height at its highest point. (Source: Clause 72 Victorian Planning Provisions)

Mean ground level

One half the sum of the highest and lowest levels along ground level of the outer surface of all external building walls. (Source: Clause 72 Victorian Planning Provisions)

Minimal Change along Strategic Corridors

Areas that promote limited housing growth due to remoteness from public transport and activity areas and/or heritage and landscape features that may warrant limitations to housing growth. Only a minimal level of housing change will be encouraged in these areas, for example an additional dwelling on a lot, a new storey addition, semi-detached housing and low scale unit development with design strongly dependant on prevailing neighbourhood character. Medium density housing will not be encouraged in these locations.

Mixed use

A development that has a range of uses within the same building or site. As an example, mixed use development can have shops on the ground floor with residential apartments above (vertical mix) or an office next to a residential apartment building within the same development (horizontal mix).

Parapet

A horizontal low wall or barrier at the edge of a balcony or roof.

Podium

Represents the lower part (generally 2-3 storeys) of a high rise building. Podiums are typically built up to the edges of the property boundaries, with a tower or towers sitting above and observing larger setbacks. As the form suggests podium is often used for activities more connected to the street such as shops and public offices, whereas the tower above will be more for residential or commercial offices.

Primary outlook

The view from main living areas of apartments.

Private open space

That part of private open space primarily intended for outdoor living activities which enjoys a reasonable amount of privacy.

Propensity for redevelopment

The likelihood of redevelopment on a particular site, which relates to the relative ease and appeal of undertaking development. This is influenced by site factors such as the presence of existing multi-unit development.

Public/Open space (Public realm)

Are general terms referring to an open area or place that is for public use, owned and maintained by Council or other Public or Government agency. Examples include footpath, terraces, park, squares.

Secluded private open space

That part of private open space primarily intended for outdoor living activities which enjoys a reasonable amount of privacy. (Source: Clause 72 Victorian Planning Provisions)

Secondary outlook

The view from bedrooms and studies of apartments and the view from commercial occupancies.

Sensitive rear interface

Rear lot boundary that adjoins a residential site with an area of private open space, creating greater potential for the adverse impact of visual bulk.

Setback

The minimum distance from any allotment boundary to a building. (Source: Clause 72 Victorian Planning Provisions)

Site coverage

The proportion of a site covered by buildings. (Source: Clause 72 Victorian Planning Provisions)

Solar access

The ability of a dwelling to receive sunlight without obstruction from buildings, foliage or other impediments.

Storey

That part of a building between floor levels. If there is no floor above, it is the part between the floor level and ceiling. It may include an attic, basement, built over car parking area, and mezzanine. (Source: Clause 72 Victorian Planning Provisions)

Street wall

The condition of enclosure along a street created by the fronts of buildings, and enhanced by the continuity and height of the enclosing buildings.

Substantial Change along Strategic Corridors

Areas that are to promote substantial housing growth and diversity due to superior accessibility to transport and services and activity areas. These areas will provide a transition from higher development to lower housing change areas and will support the functioning of major and principal activity areas. Medium and higher-density housing is encouraged in appropriate locations near public transport and activity areas, and will include a mixture of apartment-style housing, townhouses and villa units. In activity and business areas this is likely to include high and medium-density apartment style housing, possibly above retail and commercial uses.

Urban Apartment

A sub-set of the Garden Apartment, which responds to a more urban road character with a slightly amended frontage condition. A shallower front setback, lower fence height, and taller ground floor ceiling height provides for potential commercial uses along the street interface.

Verge

The part of the street reserve between the carriageway and the boundary of adjacent lots or other limit to the street reserve. It may accommodate public utilities, a footpath, indented parking, stormwater flows, street lighting poles and planting. (Source: Clause 72 Victorian Planning Provisions)

Wall height

The vertical distance between the top of the eaves at the wall line, parapet or flat roof (not including a chimney), whichever is the highest, and the natural ground level. (Source: Clause 72 Victorian Planning Provisions)

7.0 References

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- City of Darebin (2007), *Going Places: Darebin Transport Strategy 2007-2027*
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- City of Darebin (2015), *Darebin Housing Stategy 2013 (Revised 2015)*
- City of Moonee Valley (2010), *Mt Alexander Road Corridor Urban Design Guidelines 2010*
- Department of Environment, Land, Water and Planning (2017), *Darebin Planning Scheme*
  - *Clause 22.06 Multi-residential and Mixed Use Development*
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- Department of Transport (2008), *Public Transport Guidelines for Land Use and Development*
- Moreland City Council (2012), *Moreland Higher Density Design Code*
- Planning Panels Victoria (2014), *Panel Report, Darebin Planning Scheme Amendments C136, C137 and C138, 31 July 2014*
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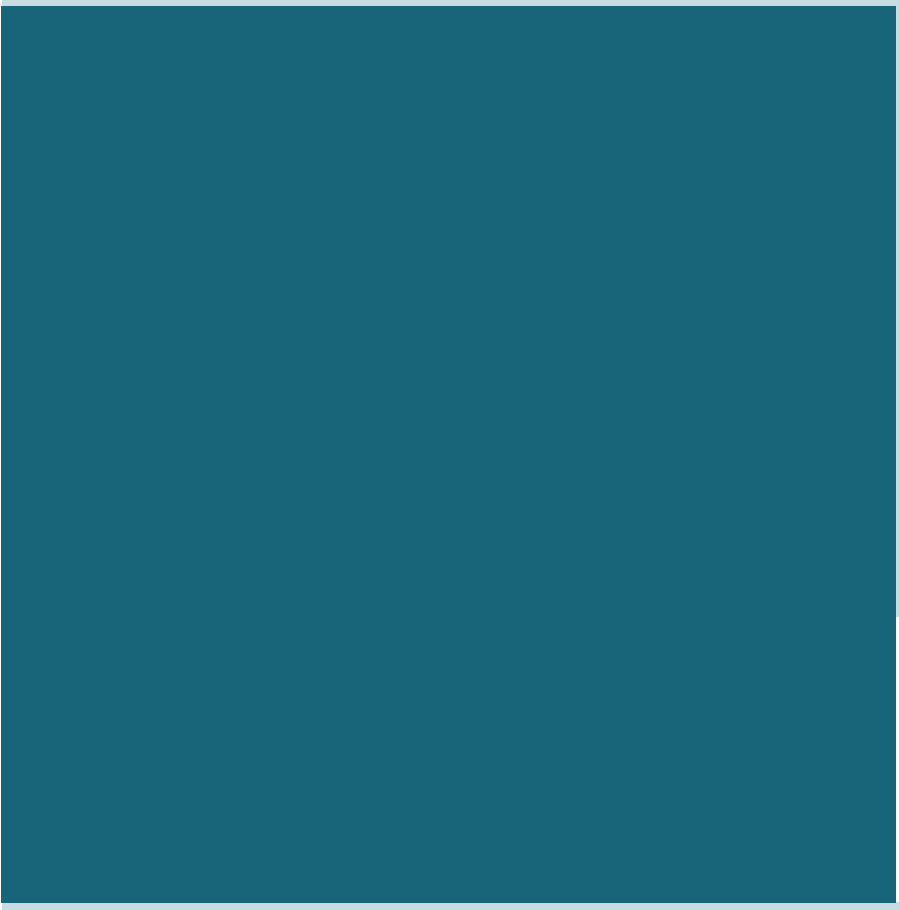

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URBAN DESIGN FRAMEWORK 2015

St Georges Road and Plenty Road Corridors

Addendum: Showers Street Design Guidelines

Adopted 4th September 2017

The *Showers Street Design Guidelines* document is an Addendum to the adopted *Urban Design Framework 2015 St Georges Road and Plenty Road Corridors* (UDF 2015, version 1.3A).

The UDF 2015 was originally developed to set a clear direction for residential and mixed-use growth along the St Georges Road and Plenty Road corridors (the Corridors) and was adopted by Council on 21st August 2017.

This Addendum provides specific design guidelines for the Showers Street area between St Georges Road and Railway Place West in response to:

- Concerns expressed by Showers Street landowners and residents in two separate meetings with Council about the new planning controls introduced into the Darebin Planning Scheme through approval of Amendment C136;
- The Panel Report (31 July 2014) recommendation to create a separate Design and Development Overlay (DDO) or controls under the zone to the land on the north side of Showers Street; and
- The Victorian Civil and Administrative Tribunal (VCAT) hearing [for Gonsalves and Darebin CC [2016] VCAT 2035 (2 December 2016)] which highlighted that DDO16 does not provide sufficient built form and design guidance for development applications in Showers Street.

This Addendum forms part of UDF 2015 version 1.4 and was adopted by Council on 4th September 2017.

Addendum: Showers Street Design Guidelines

St Georges Road Precinct 7 - Oakover Village

Context

Showers Street is a residential pocket that lies to the east of St Georges Road. It is defined by three readily identifiable boundaries, with St Georges Road to the west, the St John's Greek Orthodox College and the public open space of the Ray Bramham Gardens to the north, and the train line corridor to the east. The southern interface is formed by a rear laneway that separates the Showers Street lots from the larger former industrial lots and the public land holdings of the wider Oakover Village precinct.

Showers Street is distinguished from the balance of the Oakover Village precinct by its well-established residential character. The front garden settings of dwellings, with their low front fences and relatively spacious character, are a valued characteristic. The streetscape also exhibits low-rise residential forms, modest lot sizes with frontage widths generally falling within the 10-15m range, and a number of terraced houses (with 5m wide frontages). Whilst there is diversity in building style, the street trees and grass verges help to bring a degree of visual cohesiveness.

Showers Street has locational advantages due to its proximity to public transport (Bell Station), the arterial road network (St Georges Road and Bell Street), the Preston Central Activity Centre, and The Junction – Preston South Neighbourhood Centre. Along with the scale of change and redevelopment expected in Oakover Village, The Junction, and St Georges Road, this forms an expectation of 'substantial change' for Showers Street over the longer term, with the strategic status identified in Council's *Municipal Strategic Statement*.

Expectations of the scale of change in Showers Street must be managed by considering the requirements for change, and the capacity of the modestly sized lots to accommodate taller buildings. The creation of larger development sites through lot consolidation may be constrained by the individual lot ownership patterns, and apparent investment evidenced in the form of good levels of general maintenance, and renovation/ extension works to dwellings.

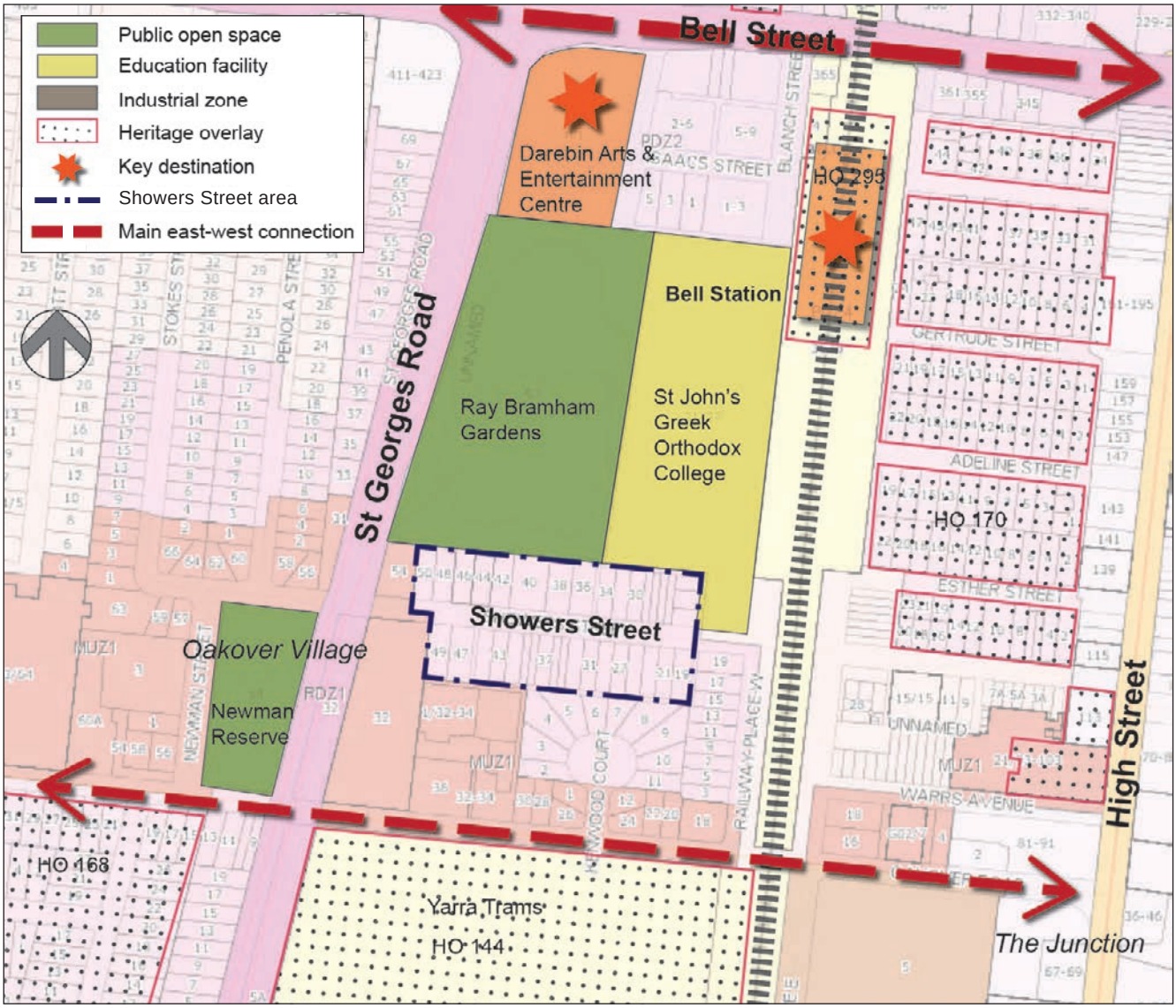
Future Development Considerations

- A high level of change and development intensification is expected in the environs of Showers Street. To the south of the street, Oakover Village Sub-precincts 3 and 4 set building heights of 6-12 storeys for future development. The Bell Street level crossing is expected to be removed, with the nearby Bell Station likely to be relocated.
- Future development in Showers Street is likely to be influenced by the low-scale nature of the street, and the relatively narrow lot sizes which potentially limit development yields.
- Design controls should allow capacity for future development to maximise the locational advantages of the area, whilst seeking an appropriate 'fit' alongside existing dwellings.
- The fine-grained building frontages are a feature of Showers Street and should be retained when lots are consolidated into larger development sites. Future developments should ensure that building massing respects adjoining dwellings and secluded open spaces.

Land Use

Land use in Showers Street will remain residential, with the form of development expected to intensify in the form of townhouses and low-rise apartment buildings, where the size of development sites allow. The Residential Growth Zone (RGZ) designation supports this future direction.

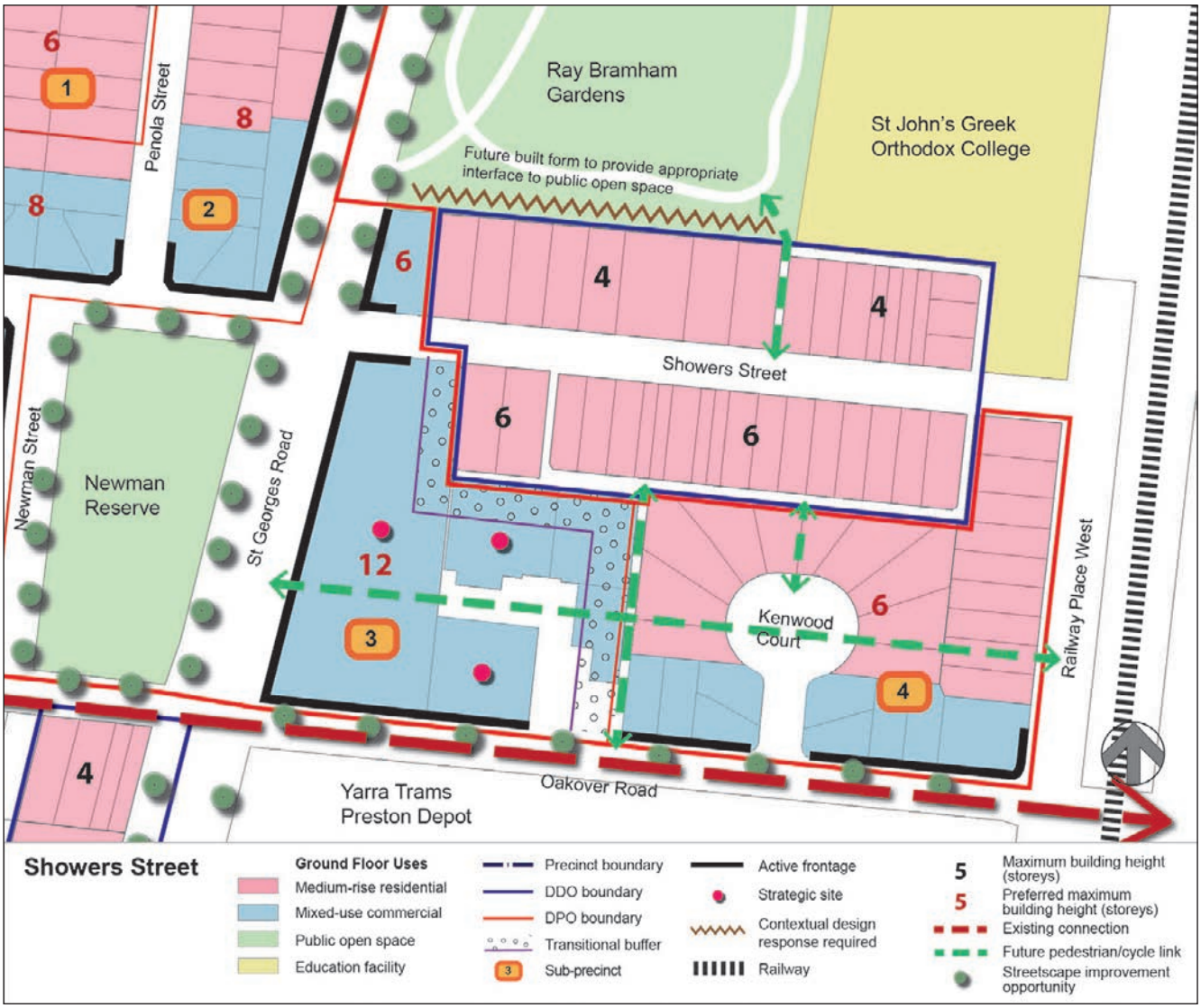
Figure 118 - Showers Street Existing Conditions Analysis



Addendum: Showers Street Design Guidelines

St Georges Road Precinct 7 - Oakover Village

Figure 119 - Showers Street Framework Plan



Preferred Future Outcomes

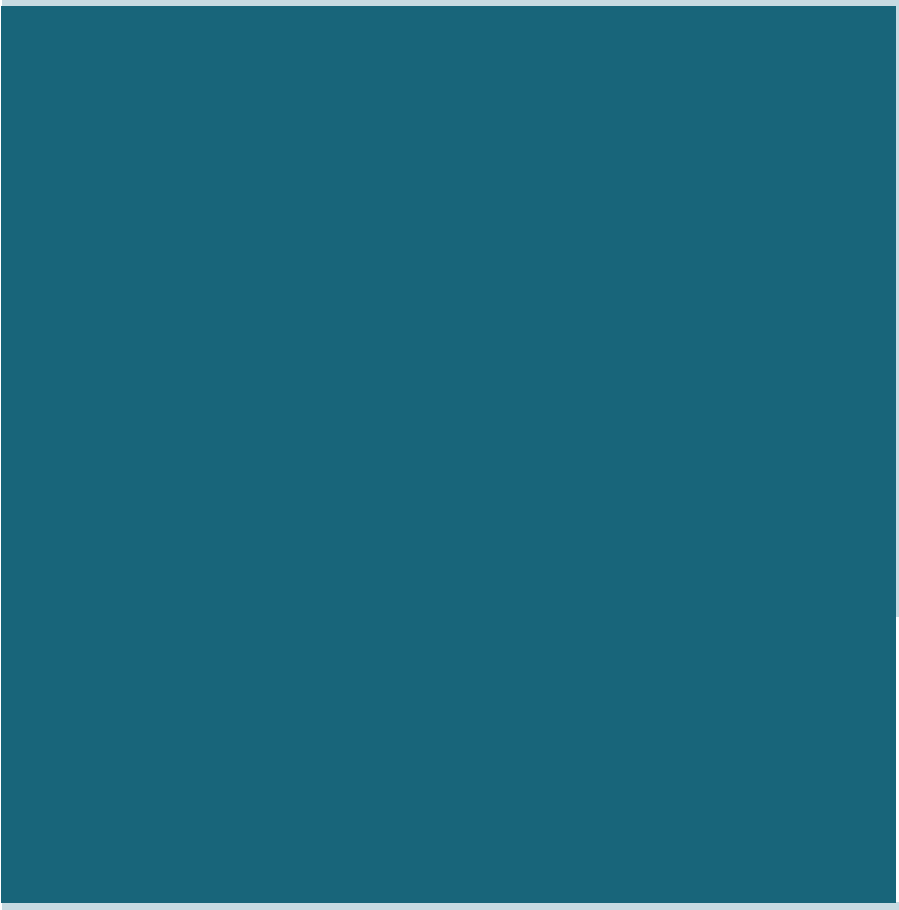
In the longer term the area will accommodate residential uses at increased densities, leveraging the excellent locational advantages. Compared to surrounding areas with fewer development constraints, the pace of change in Showers Street is likely to be slower.

Built Form

- Seek infill development that respects the street-scape by incorporating domestic fenestration patterns, proportions, materials and detailing in the design of new dwellings.
- Seek landscaped front gardens with space for canopy planting, reflecting the existing garden setting of Showers Street. This can be facilitated by requiring front setback depths that reflect the prevailing pattern of the street.
- Seek minimum site widths of 20m to accom-modate taller buildings, creating more efficient development sites and access options, whilst also achieving fine-grain frontage in the design of street facades.
- Seek suitable interfaces to common areas with dwellings orientating entrances and habitable rooms towards the street and shared access-ways, as appropriate. This will help to maximise oppor-tunities for passive surveillance and provide a good sense of address for dwellings.
- Ensure the scale of new development does not overwhelm the side street by providing street facades to a preferred height of 2 storeys, with upper levels set back to be recessive.
- Ensure that new dwellings are designed to limit adverse impacts on the amenity of existing dwell-ings in terms of wall heights, side setbacks, and massing through the site.
- Require development to decrease in scale towards the rear of sites, helping to moderate impacts on adjoining lots where the context includes open rear gardens.
- Utilise rear vehicle access, where it exists, mini-mising interruptions to the street front and maxi-mising opportunities for landscaping.
- Encourage development on the north side of Showers Street to provide for passive surveillance opportunities over the open space of the Ray Bramham Gardens.

Movement, Access, and Public Realm

- Showers Street is fairly constrained for traffic movement due to the relatively short and narrow roadway. The pedestrian environment is pleasant due to the street being removed from the busy traffic of St Georges Road.
- There is potential to improve pedestrian connec-tivity to the north, creating a public link to the Ray Bramham Gardens.
- There is potential to improve pedestrian connec-tivity to the east across the train line corridor.
- The southern interface with the Oakover Village precinct could provide opportunity for public realm improvements through the Oakover Village Development Plan process, with potential for wid-ening the existing rear laneway, and installation of lighting.



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