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# **AGENDA PLANNING COMMITTEE MEETING 11 AUGUST 2025**

Planning Committee Meeting to be held at  
Darebin Council Chamber,  
350 High Street Preston  
on Monday 11 August 2025 at 6:30 PM.

This meeting will be livestreamed and may be accessed  
from Councils website [www.darebin.vic.gov.au](http://www.darebin.vic.gov.au).

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




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

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

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

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

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



### English

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

### Arabic

هذا هو جدول أعمال اجتماع المجلس. للحصول على المساعدة في أي من بنود جدول الأعمال، يرجى الاتصال بالهاتف 8888.8470.

### Chinese

这是市议会会议议程。如需协助了解任何议项，请致电8470 8888。

### Greek

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

### Hindi

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

### Italian

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

### Macedonian

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

### Nepali

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

### Punjabi

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

### Somali

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

### Spanish

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

### Urdu

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

### Vietnamese

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

# Table of Contents

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Item Number		Page Number
1.	MEMBERSHIP .....	1
2.	APOLOGIES.....	1
3.	DISCLOSURES OF CONFLICTS OF INTEREST .....	1
4.	CONFIRMATION OF THE MINUTES OF PLANNING COMMITTEE .....	1
5.	CONSIDERATION OF REPORTS .....	2
	5.1 SUBMISSION TO AMENDMENT C225DARE - FAIRFIELD RAIL SPUR.....	2
6.	OTHER BUSINESS .....	33
7.	CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL .....	33
8.	CLOSE OF MEETING.....	33

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# Agenda

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## 1. MEMBERSHIP

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

## 2. APOLOGIES

## 3. DISCLOSURES OF CONFLICTS OF INTEREST

## 4. CONFIRMATION OF THE MINUTES OF PLANNING COMMITTEE

<b>Recommendation</b>
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**That** the Minutes of the Planning Committee Meeting held on 14 July 2025 be confirmed as a correct record of business transacted.

## 5. CONSIDERATION OF REPORTS

### 5.1 SUBMISSION TO AMENDMENT C225DARE - FAIRFIELD RAIL SPUR

**Author:** Senior Strategic Planner

**Reviewed By:** General Manager City Sustainability and Strategy

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#### EXECUTIVE SUMMARY

The State Government is proposing to rezone surplus land known as the 'Fairfield Rail Spur' to facilitate the future residential development of the land and is seeking submissions on the proposed amendment.

The 'Fairfield Rail Spur' is a historical rail site (1.44ha) that runs north-south between Heidelberg Road and Railway Place. The land is owned by the State Government and managed by VicTrack. The site is also sometimes referred to as the 'Alphington Rail Spur'.

During the State's early consideration of this land being released for non-transport purposes, Council advocated for any redevelopment of the site to deliver community benefits like affordable housing, open space and a pathway connecting Fairfield Station and Heidelberg Road. This reflects the importance of this land being informally used by the community for movement and open space purposes over the many years it's been vacant.

The site is considered highly suitable and strategically located for housing development, being close to transport and services, particularly the nearby railway station and Fairfield Village Activity Centre, and in line with Council's Draft Housing Strategy.

The draft submission outlines the concern that the lack of detail in the proposed controls limits effective community engagement during the public consultation period, as there is no public information on how the site will be laid out, how development will achieve integration with its surrounds, how access and movement around the site will be addressed, or how open space and active transport links will be provided.

Officers have prepared a draft submission (**Appendix A**) for Council's endorsement, raising the following points:

- Support for the proposed residential zoning as a site suitable for new housing
- Concern about the lack of detail in the proposed controls limiting meaningful community engagement and providing limited direction on how the site should be developed to achieve high quality design and integration with surrounding established areas
- Requesting additional planning controls to guide and require community benefits, including
  - A minimum of 1000m<sup>2</sup> or 10% of the site to be delivered as new open space.
  - A formalised and well-designed shared pedestrian and cycle path through the site.
  - A minimum of 10% affordable housing contribution.

- Requesting referral of submissions to a Priority Projects Standing Advisory Committee (SAC) for review, this is appropriate for a site this large.

Following consideration of submissions, the Minister for Planning may expedite implementation of the amendment using powers under 20(4) of the Act, or refer the amendment to the Priority Projects Standing Advisory Committee.

### Officer Recommendation

**That Council:**

- (1) Endorses the draft submission (**Appendix A**) to the Victorian Government's Draft Planning Scheme Amendment C225dare to the Darebin Planning Scheme.
- (2) Lodges the submission with the Department of Transport and Planning by 12 August 2025.
- (3) Authorises the Chief Executive Officer to make minor changes to the submission prior to lodgement to correct any anomalies or necessary updates in accordance with Council's resolution.
- (4) Authorises officers to represent Council in support of the submission at a future hearing, should the matter be referred to the Priority Projects Standing Advisory Committee.
- (5) Writes to the Minister for Planning to outline the key aspects of Council's submission and emphasise the need for this site to deliver, alongside high quality and affordable housing, well designed open space and a shared pathway through the site.

## BACKGROUND / KEY INFORMATION

### The Site

The 'Fairfield Rail Spur' is a historical rail site (1.44ha) that runs north-south between Heidelberg Road and Railway Place, as shown in Figure 1. The land is owned by the State Government and managed by VicTrack. The site is also sometimes referred to as the 'Alphington Rail Spur'.



Figure 1 Fairfield Rail Spur site

The site was historically used as the most northerly sections of the Outer Circle Line, including being the location of a railway station. More recently, the site was being used for storage as part of the Grange Road Level Crossing Removal Project. Now that the project has been completed, the land is considered as surplus by the State Government.

### **Surplus government land process**

Where State land is considered surplus, the land must be offered to other Victorian Government agencies before being sold to the public (this is known as the First Right of Refusal process (FRoR)). Through this process Fire Rescue Victoria (FRV) has acquired part of the land, located at the intersection of Grange Road and Heidelberg Road, to develop a fire station.

In accordance with the Council resolution of November 2021, officers wrote to VicTrack to express an interest in using part of the land to establish a public park of a minimum size of 1000m<sup>2</sup> (approximately 10% of the site). This could be provided as the public open space contribution for the site, with Council being open to purchase any additional land required to make it a functional space. At the time of writing, Council has not received a formal response from the State Government on this matter.

### **Previous Advocacy**

Council has long held the view that the land should accommodate a direct cycling and pedestrian link between Fairfield Village and Heidelberg Road, along with high-quality open space to serve the local community. This position reflects the ongoing informal use of the space by the community.

As public land, ensuring that the future development of the site provides for social and affordable housing outcomes has also been a key advocacy concern of Council.

A summary of Council's previous resolution can be found below.

### **Proposed Planning Scheme Amendment C225dare**

Amendment C225dare (**Appendices B-E**) proposes to rezone the land from Transport Zone, Schedule 1 (TRZ1) to General Residential Zone, Schedule 2 (GRZ) to facilitate housing development and a fire station on the southernmost portion of the site (junction of Grange and Heidelberg Roads). It proposes to apply an Environmental Audit Overlay to the land to ensure an audit is conducted prior to the commencement of sensitive uses.

Consultation for Amendment C225dare under s20(5) of the Planning & Environment Act 1987 occurred over a two-week period from 11 July 2025 to 25 July 2025. Officers requested and received an extension of time from the Department of Transport and Planning (DTP), to enable Council to consider the submission.

The purpose of the consultation is for the Minister for Planning to seek the views of Council and the community before deciding whether to expedite implementation of the amendment using powers under 20(4) of the Act, or refer the amendment to the Priority Projects Standing Advisory Committee.

### **Previous Council Resolution**

At its special meeting on 25 November 2021, Council considered a confidential strategic property matter relating to the site and resolved. The resolution is no longer confidential and Council subsequently resolved (on 27 May 2024) to make public the following:



*'That Council:*

- (1) Resolve not to purchase the whole of the former Fairfield Rail Spur site.*
- (2) Submits an expression of interest to explore establishing a new local park, which may require the purchase of a small part (<5%) of the site, and authorises officers to explore options and begin formal discussions with VicTrack.*
- (3) Receive a subsequent report regarding negotiations with VicTrack prior to determining whether to purchase any additional land.*
- (4) Continues to advocate for the State Government to establish and maintain a linear shared path.'*

At its meeting held on 29 April 2019, Council resolved:

*'That Council:*

- (1) Notes that the State Government's current use of the Fairfield Rail Spur site for Level Crossing Removal Project purposes is temporary and the site is likely to become available for other uses.*
- (2) Notes that the Fairfield Rail Spur site has been used and maintained by the local community for over a century and that it has always been understood that the site will return to community use following completion of the Grange Road level crossing removal project.*
- (3) Advocate to the State Government to ensure that the Fairfield Rail Spur:*
  - a. Has a direct shared user path and linear park through the length of the site,*
  - b. Provides open space to serve the local community, such as skate facilities and basketball/netball half court; and*
  - c. Provides that any residential use should be exclusively for public or social housing at accessible locations on the site.*
- (4) Advocates to the State Government to retain the Fairfield Rail Spur site as public land.*
- (5) Advocates to the State Government to consult with the Council and the community about any future uses or development of the Fairfield Rail Spur site, to inform any decision about its future use.'*

## **ALIGNMENT TO 2041 DAREBIN COMMUNITY VISION**

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

## **ALIGNMENT TO 2021-25 COUNCIL PLAN**

Strategic Direction 2: Prosperous, Liveable and Flourishing

Strategic Direction 3: Climate, Green and Sustainable

Strategic Direction 4 Responsible, Transparent and Responsive

**ALIGNMENT TO COUNCIL PLAN STRATEGIC OBJECTIVES**

2.2 We will design and create public spaces where our people feel safe, welcome, and respected, including improving lighting and safety for people walking, wheeling, cycling and driving

2.3 We will facilitate more affordable, social and public housing in Darebin, to meet our community's needs

3.2 Aim to achieve 12% canopy cover on Council owned and managed land by 2025, prioritising catchment biodiversity and shopping areas

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

**DISCUSSION****Key Issues Raised in the Submission**

The draft submission expresses general support for the rezoning to General Residential Zone to facilitate medium density housing and a fire station. The site is strategically located for housing, and the proposal is consistent with housing growth objectives contained within the Darebin Planning Scheme.

The proposed amendment C225dare requires additional planning controls to adequately manage the development of the site and to secure a number of community benefits, including a linear path, open space and social and affordable housing provisions.

While the planning report included within the amendment supporting documents states that 'the requirement for a park has been provided to potential purchasers of the site and is intended to be incorporated into their development plans', this requirement should be reflected in the planning scheme amendment.

The key aspects of the draft submission are:

- That the future development of the land include a requirement for a minimum provision of 10% of the housing stock as affordable housing, including social housing.
- That the Development Plan Overlay (DPO) be applied to the land to guide the future development of the site and ensure the provision of community benefits including:
  - The provision of a linear shared path through the site
  - A 10% public open space contribution in the form of a local park
  - The retention of existing trees of value as well as landscaping requirements.
- That, upon addressing the above, the amendment be released for consultation again to ensure the community can understand the nature and extent of the future development on the site and have another opportunity to make submissions.
- That the amendment be referred to the Priority Projects Standing Advisory Committee to provide an independent expert panel of review which is appropriate for a site this large.

**CONSIDERATION OF LOCAL GOVERNMENT ACT (2020) PRINCIPLES****Financial Management**

Should a portion of the land be transferred to Council as an open space contribution, further capital improvement costs will be incurred to create a functional park. Ongoing maintenance of the land would also be an additional cost.

**Community Engagement**

The Minister for Planning is the Planning Authority for this amendment, and before deciding whether to proceed, is undertaking consultation to understand the views of affected parties. Following consultation, the amendment will either be implemented by the Minister straight away, or submissions will be referred to the Priority Projects Standing Advisory Committee (SAC). The SAC is not required to conduct a public hearing, and it is possible that consideration would be 'on the papers', limiting submitters' opportunity to be heard.

The draft submission outlines the concern that the lack of detail in the proposed controls limits meaningful community engagement during the public consultation period, as there is no public information on how the site will be laid out, how development will achieve integration with its surrounds, how access and movement around the site will be addressed, or how open space and active transport links will be provided.

The submission recommends that further controls be prepared so that the community can understand the nature and extent of future development on the site. It is recommended that the Minister further consult the community on revised controls to provide an opportunity for meaningful community engagement.

The submission also requests that submissions be referred to the Priority Projects Standing Advisory Committee (SAC).

**Overarching Governance Principles and Supporting Principles**

- (b) priority is to be given to achieving the best outcomes for the municipal community, including future generations;
- (d) the municipal community is to be engaged in strategic planning and strategic decision making;

**Public Transparency Principles**

- (a) Council decision making processes must be transparent except when the Council is dealing with information that is confidential by virtue of this Act or any other Act;

**Strategic Planning Principles**

- (b) strategic planning must address the Community Vision;

**Service Performance Principles**

- (a) services should be provided in an equitable manner and be responsive to the diverse needs of the municipal community;

## COUNCIL POLICY CONSIDERATIONS

### Environmental Sustainability Considerations (including Climate Emergency)

*Breathing Space: The Darebin Open Space Strategy* outlines benefits and opportunities of open space particularly in responding to the climate emergency and increasing appreciation for biodiversity. The submission calls for the provision of additional open space, retention of canopy trees, and active transport links, which will assist in creating a more sustainable city.

### Equity, Inclusion, Wellbeing and Human Rights Considerations:

The planning scheme amendment is led by the State Government and so an equity impact assessment has not been undertaken by Council.

Officers' draft submission seeks to secure provision of:

- Active transport links which would increasing opportunities for active transport to support health and improving accessibility to Fairfield.
- A minimum of 10% affordable housing to support access to housing for a range of income levels.

### Economic Development and Cultural Considerations

Providing a direct active transport link between the Alphington Paper Mill site and other development along Heidelberg Road to Fairfield Activity Centre will increase the potential visitors to the centre.

### Operational Impacts

Should Council be successful in securing the transfer of land for open space, ongoing maintenance will be required to maintain service levels of the new asset.

### Legal and Risk Implications

There are no particular legal or risk implications in making a submission regarding draft Amendment C225dare.






## IMPLEMENTATION ACTIONS

Council to consider endorsement of the draft submission at the 11 August Planning Committee Meeting.

Officers lodge submission with DTP by 12 August 2025.

## RELATED DOCUMENTS

### Attachments

- Appendix A - Draft Council Submission Amendment C225dare (final) (**Appendix A**) [↓](#) 
- Appendix B - Draft Amendment C225dare Explanatory Report (**Appendix B**) [↓](#) 
- Appendix C - Draft Amendment C225dare Instruction Sheet (**Appendix C**) [↓](#) 
- Appendix D - Draft Amendment C225dare Zone Map (**Appendix D**) [↓](#) 
- Appendix E - Appendix Draft Amendment C225dare Overlay Map (**Appendix E**) [↓](#) 

**DISCLOSURE OF INTEREST**

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

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

*City of Darebin Submission – Planning Scheme Amendment C225dare*

**CITY OF DAREBIN SUBMISSION – PLANNING SCHEME AMENDMENT  
C225dare**

DRAFT

*City of Darebin Submission – Planning Scheme Amendment C225dare***1. EXECUTIVE SUMMARY**

- 1.1. Council supports the rezoning of land at 12-14 Tuckett Street, Alphington and 38-44 Railway Place, Alphington (previously known as 1B Hamilton Street, Alphington) (the site), to facilitate new housing and the establishment of a future fire station.
- 1.2. Council recognises that the site is strategically located for housing, and the proposal is consistent with the housing growth objectives in the Darebin Planning Scheme.
- 1.3. However, the proposed amendment C225dare to the Darebin Planning Scheme requires additional planning controls to appropriately manage the development of the site and to secure a number of community benefits, including a linear path, open space and social and affordable housing contributions.
- 1.4. The limited information about the intended future development of the site, and the high-level nature of the planning controls means that the community has not had a meaningful opportunity to engage on a clear vision and planning outcome as part of the public consultation period.
- 1.5. Council seeks the following changes:
  - 1.5.1. A requirement for a minimum 10% social/affordable housing contribution, secured via a section 173 agreement, as outlined in **section 3**.
  - 1.5.2. The application of a Development Plan Overlay (DPO) as described in **section 2**, including:
    - 1.5.2.1. The provision of a linear park / shared user path through the site, as described in **section 4**
    - 1.5.2.2. A public open space contribution in the form of a local park, as described in **section 5**
    - 1.5.2.3. The retention of trees identified as being of moderate value, as described in **section 6**
  - 1.5.3. The preparation of an environmental audit as part of the amendment documentation, as discussed in **section 7**
- 1.6. Additional controls should be drafted to address the matters set out in this submission and the amendment re-engaged to give the community a meaningful opportunity to have their say on the future use and development of the site.

**2. ADDITIONAL CONTROLS TO MANAGE FUTURE DEVELOPMENT OF THE SITE**

- 2.1. The subject site is large (estimated to be in excess of 12,000 square meters), irregular in shape, contains a number of canopy trees, and requires new access and internal road layout arrangements to accommodate the anticipated uses and development (residential and emergency services facility). These characteristics necessitate additional planning controls to effectively manage

*City of Darebin Submission – Planning Scheme Amendment C225dare*

future development and provide a level of certainty to the community about the expected outcomes.

- 2.2. To appropriately guide and safeguard the future development of the site, promote transparency and to ensure delivery of community benefits, Council recommends that the Development Plan Overlay (DPO) be applied to the site.
- 2.3. The DPO will function as a guiding framework to secure important public benefits and manage the integration of any future development within the existing context. The schedule to the DPO should be drafted to ensure sufficient detail in accordance with the issues outlined in **section 4, section 5, section 6** and if appropriate within the DPO, **section 3**.

### **3. SOCIAL AND AFFORDABLE HOUSING**

- 3.1. Council supports the proposed rezoning of the land to facilitate the future development of the site for residential purposes. The site is well located given its proximity to transport, services and access to jobs.
- 3.2. However, Council has long advocated for any development of this publicly-owned land to secure meaningful community benefits, to reflect its importance to the community and ongoing use as an informal pedestrian and cycle pathway and open space for many years.
- 3.3. It is understood that Fire Rescue Victoria have acquired the southern lot of the property, which would have the practical effect of maintaining part of the land in public ownership.
- 3.4. While the site has been declared surplus government land, Council maintains an expectation that a future developer provides affordable housing as part of the development of the site.
- 3.5. The rezoning of public land offers an unparalleled opportunity to leverage much needed affordable housing outcomes. The amendment should therefore require the delivery of a minimum of 10% affordable and social housing and identify the appropriate planning mechanism to ensure this contribution is secured prior to the commencement of the development of the land. It is noted that under the State Government's own guidance, section 173 agreements are the preferred tool for securing affordable housing contributions.

### **4. LINEAR CONNECTION (SHARED USER PATH)**

- 4.1. The site provides an informal, direct pedestrian connection between Fairfield Activity Centre /Fairfield Railway Station and the Alphington Paper Mill precinct.
- 4.2. This link is also identified by the State Government as a Strategic Cycling Corridor (SCC), which are important existing and future cycling routes that connect key destinations, including employment areas, activity centres and railway stations.



*City of Darebin Submission – Planning Scheme Amendment C225dare*

- 4.3. The existing link could be significantly enhanced and also provide a formal cycling connection. This will encourage future residents of the subject site, and the Paper Mill precinct, to walk and cycle to local shops and public transport, reducing the pressure on local roads and improving access to the Fairfield Village Activity Centre.
- 4.4. A formalised pathway will also provide a locally significant link between several important regional and strategic cycle routes in the locality, including the Yarra and Darebin Creek trails, Chandler Highway and Wingrove Street routes.
- 4.5. It is understood, as noted in the supporting Traffic Impact Assessment (Ratio, March 2025) that the future development of the land will extend the existing Shared User Path (SUP) from the north-west corner of the site to Grange Road / Heidelberg Road intersection, to connect into the Alphington Paper Mill precinct. This is a very positive and welcome proposal which must be formalised within the planning controls to provide the community with certainty about the future outcome. Council asks that the following principles be included in the schedule to the recommended DPO, in relation to the design of the linear connection:
  - 4.5.1. The pedestrian and cycle link should extend through high-quality public open spaces that offer a range of locally focused activation nodes.
  - 4.5.2. Should be at the front of building, not rear, and not between fences
  - 4.5.3. Shared trail to be clearly accessible adjacent to new development, not between.
  - 4.5.4. This should not look like a private pathway for residents only.
  - 4.5.5. Links to both Hamilton Street and Perry Street, and Grange Road and Tuckett Street.
- 4.6. Additionally, the indicative location of this link should be identified in a concept plan in the schedule to the DPO, to safeguard the provision of link and ensure appropriate connection points into the active transport network.
- 4.7. Given the narrow width of the corridor, this will not contribute to the calculation of open space contribution. Council also seeks advice on the how VicTrack proposes to manage the linear open space into the future, and which agency will be responsible for the linear connection.

**5. PUBLIC OPEN SPACE (LOCAL PARK)**

- 5.1. Breathing Space: the Darebin Open Space Strategy has identified that residential areas adjacent to the site have a lack of access to open space within 500m of dwellings. The contribution of a local park through open space contributions and development will meet this proximity need.
- 5.2. The local community considers the site to be an important parcel of informal open space.

*City of Darebin Submission – Planning Scheme Amendment C225dare*

- 5.3. Council requests that the amendment provide for the creation of a new local park, 1000m<sup>2</sup> in size, to be transferred to Council . This would help to address the identified proximity gap in local open space provision and reflect the importance to the community of the land's ongoing use as an informal pathway and open space.
- 5.4. It is noted that in accordance with Clause 53.01 of the Darebin Planning Scheme, a public open space contribution of 5% of land is required, where subdivision is proposed.
- 5.5. However, the objectives of Council are to create a park of sufficient size and configuration to ensure it is usable and attractive to be in. As such, a contribution of around 1000 sqm, or 10% of the proportion of the site set aside for future residential development is sought through the amendment.
- 5.6. Council submits that an indicative location for the park be included within the schedule to the recommended DPO, and that the park be transferred to Council following the subdivision process. The land would need to be made fit for purpose and meet Council's quality requirements prior to transfer.

**6. TREE RETENTION AND LANDSCAPING**

- 6.1. Council understand that the management of any native vegetation and/or tree removal will be managed at the time of application for the development of the land.
- 6.2. The proposed amendment is informed by a Preliminary Arboricultural Assessment and Report (Tree Logic, December 2024), which identified 27 trees with a moderate arboricultural rating. Council strongly supports the retention of these trees as part of any future development of the site. Accordingly, Council requests that provisions for their retention be incorporated into the schedule of the recommended DPO to safeguard their ongoing protection.
- 6.3. Integrated planting and landscape design should be considered across the site through requirement of a landscape plan should in the recommended DPO schedule.

**7. CONTAMINATION**

- 7.1. The site was historically used as a railway siding for the Outer Circle Railway and the former Amcor Paper Mill (Amcor), a firefighting training facility and motor garage, which are potential sources of contamination.
- 7.2. It is noted that the land has been identified as potentially contaminated land, and that the amendment seeks to apply the Environmental Audit Overlay (EAO) to the land, deferring the need for an environmental audit.
- 7.3. Council notes that there are inconsistencies in the way the amendment documents treat the application of the EAO, with the Explanatory Report stating

*City of Darebin Submission – Planning Scheme Amendment C225dare*

that overlay is to apply to the ‘majority’ of the land, while the published planning scheme maps show the EAO applied to the entire site. Council supports the inclusion of all the subject land, including the triangular portions currently zoned GRZ, in the scope of environmental audit requirements.

- 7.4. Under *Planning Practice Note 30 ‘Potentially contaminated land’* (PPN30), on sites where a new sensitive use is established, proceeding directly to an audit is the recommended approach when preparing a planning a planning scheme amendment on potentially contaminated land.
- 7.5. PPN30 goes on to outline that audit system requirements must be met at the time of the amendment unless the planning authority determines the compliance with this requirement is difficult or inappropriate. However, the justification for the deferral of this requirement is unclear in the amendment documentation, noting that assessment time and costs are not in themselves sufficient reasons to defer assessment.
- 7.6. As such, in the absence of strategic justification for the deferment of an audit, Council recommends that an environmental audit be considered prior to the amendment, to ensure the timely and appropriate consideration of any environmental effects on the future residential development of the land.

## **8. COMMUNITY ENGAGEMENT**

- 8.1. It is noted that the consultation period for the proposed amendment and draft ordinance was only two weeks, limiting opportunity for meaningful community engagement. The site has long been a long-term advocacy concern for Council and the community who has used the land as informal open space for many years.
- 8.2. Council is concerned that the lack of detail in the proposed controls limits meaningful community engagement during public exhibition, as there is no understanding of how the site will be laid out, how development will achieve integration with its surrounds, how access and movement around the site will be addressed, or how open space and active transport links will be provided.
- 8.3. The application of a DPO will provide the community with greater clarity and certainty regarding the future development of the land.
- 8.4. Council submits that a DPO be drafted with sufficient detail to address the issues outlined in this submission and so that the community can understand the likely nature and extent of future development on the site. The amendment must then be released again for consultation to provide a further opportunity for community submissions. This step is crucial as the operation of a DPO limits opportunities for community involvement in Development Plan preparation and planning permit application and assessment processes.

*City of Darebin Submission – Planning Scheme Amendment C225dare*

- 8.5. Following further consultation an Advisory Committee should be appointed to consider submissions and provide an independent expert panel of review appropriate for a site this large.

**9. CONCLUSION**

- 9.1. Council fundamentally supports the intent of the proposed amendment and its role in facilitating housing growth and community services. However, additional planning controls and information should be included to appropriately manage the development of the site and to secure a number of community benefits.
- 9.2. Council request that upon amending the draft controls as requested in this submission, that the Victorian Government re-engage the community to provide an opportunity for community consultation and formal submissions.
- 9.3. Council thanks the Victorian Government for this opportunity to contribute and welcomes further discussion on the points made in this submission.

**End of submission**

*Planning and Environment Act 1987*

## **Darebin Planning Scheme**

### **Draft Amendment C225**

### **Explanatory Report**

#### **Overview**

This Planning Scheme Amendment rezones surplus government owned land forming part of the former Fairfield Siding / Alphington Rail Spur and the land at 12-14 Tuckett Street, Alphington and 38-44 Railway Place, Alphington (previously known as 1B Hamilton Street, Alphington).

Specifically, the amendment rezones all of the land to the General Residential Zone, Schedule 2 (GRZ2), with the exception of the triangular portions along the western boundary already within the GRZ2.

This amendment also introduces an Environmental Audit Overlay (EAO) over the majority of the land.

#### **Where you may inspect this amendment**

The amendment is available for public inspection, free of charge, during office hours at the following places:

- 1 Spring Street, Melbourne VIC 3000

The amendment can also be inspected free of charge at the Department of Transport and Planning website at <http://www.planning.vic.gov.au/public-inspection> or by contacting the office on 1800 789 386 to arrange a time to view the amendment documentation.

#### **Submissions**

Any person may make a submission to the planning authority about the amendment. Submissions about the amendment must be received by **28 July 2025**.

A submission must be sent to: Engage Victoria.

#### **Details of the amendment**

## Who is the planning authority?

This amendment has been prepared by the Minister for Planning who is the planning authority for this amendment.

The amendment has been made at the request of Ratio Consultants Pty Ltd on behalf of the Victorian Rail Track Corporation (VicTrack).

## Land affected by the amendment

This amendment applies to part of the land known as the former Fairfield Siding / Alphington Rail Spur, which is comprised of 12-14 Tuckett Street, Alphington and 38-44 Railway Place, Alphington (previously known as 1B Hamilton Street, Alphington).

The amendment applies to the following land:

- Lot 1 on Plan of Subdivision 905683X
- Lot 2 on Plan of Subdivision 905683X

The land is shown in Figure 1 below.

Figure 1: Subject land



## What the amendment does

The Amendment rezones land in order to facilitate future residential development opportunities and community / public services.

The rezoning of the land from Transport 1 Zone to the General Residential Zone, Schedule 2 is proposed.

The amendment applies an Environmental Audit Overlay to the majority of the land to ensure that any potential contamination is considered in the development of a

sensitive land use.

The proposed zoning is shown in Figure 2 and the proposed Environmental Audit Overlay is shown in Figure 3.

Figure 2: Proposed Zoning

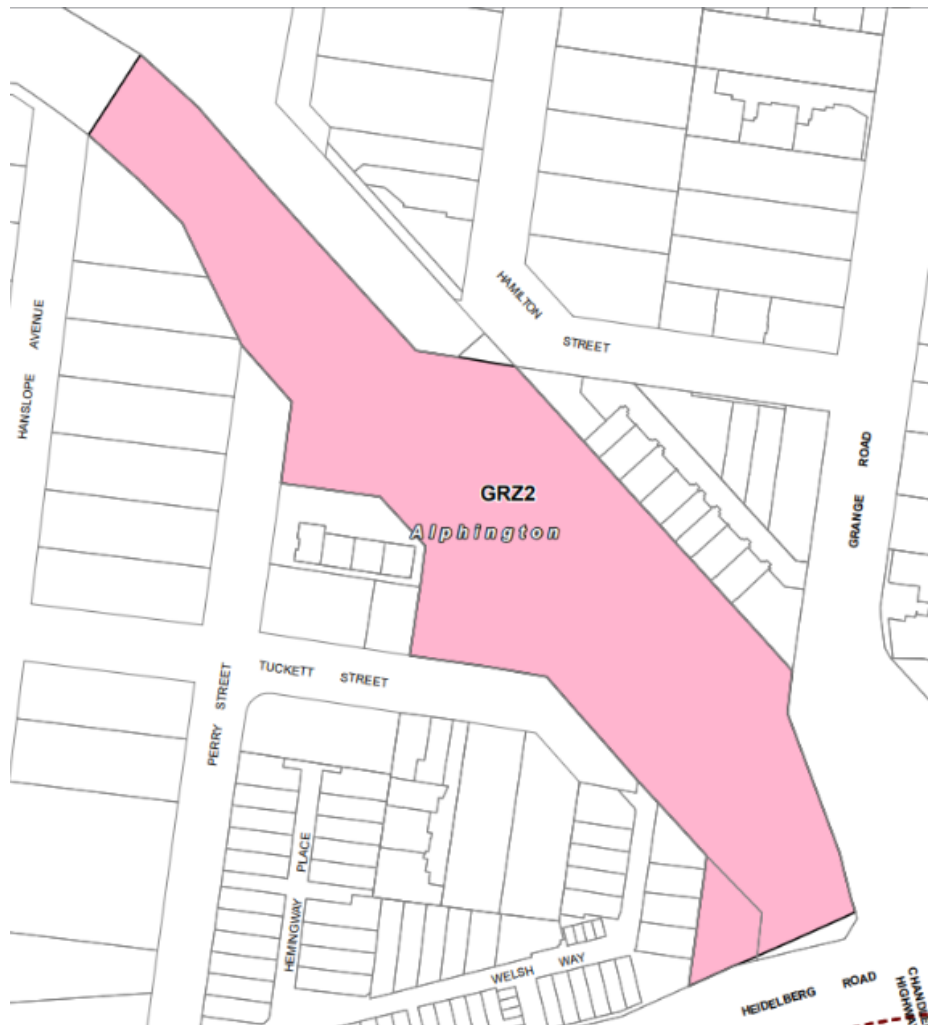


Figure 3: Proposed Environmental Audit Overlay



Specifically, the Amendment proposes the following changes to the Darebin Planning Scheme:

- Rezones the land to General Residential Zone, Schedule 2 (GRZ2), with the exception of the triangular portions adjacent to the western boundary already within the GRZ2.
- Applies the Environmental Audit Overlay (EAO) to the land.
- Amends Map 18 – Zones and Map 18 – Environmental Audit Overlay.

The amendment is sought under section 8 of the Planning and Environment Act 1987, which allows the Minister to prepare amendments to any provision of a planning scheme.



## Strategic assessment of the amendment

### Why is the amendment required?

The amendment facilitates the potential development of the identified land to contribute to the provision of housing in an established, well serviced location, and also assists in facilitating the future development of a new fire station on behalf of Fire Rescue Victoria (noting this will be subject to its own separate planning permit application).

The subject land is surplus government land within an established residential area with excellent access to public transport and services.

The subject land's location within the existing Transport 1 Zone restricts what can be achieved in terms of development particularly in providing additional housing opportunities within this well-located area. The General Residential Zone, Schedule 2 is the most appropriate residential zone based on the site context and applicable surrounding zoning and would allow for the reasonable development of the land in line with the City of Darebin housing framework and policy directives.

Furthermore, the application of the General Residential Zone, Schedule 2 to Lot 1 (the southernmost lot of the land) will not restrict the use and development of this site for the purposes of a new fire station, as is intended by the landowner Fire Rescue Victoria, noting that this will be subject to a separate planning permit application (an 'Emergency Services Facility' is a 'Section 2 – Permit Required' land use pursuant to the GRZ).

### How does the amendment implement the objectives of planning in Victoria?

The amendment implements the objectives for planning in Victoria, as set out at Section 4 of the *Planning and Environment Act 1987*. The amendment implements the following objectives:

- Providing for the fair, orderly, economic and sustainable use, and development of land. S4(1)(a) the Act.
- Securing a pleasant, efficient and safe working, living and recreational environment for all Victorians and visitors to Victoria. S4(1)(c) the Act.
- Facilitating development in accordance with the objectives set out above. S4(1)(f) the Act.
- Balancing the present and future interests of all Victorians. S4(1)(g) the Act.

The amendment ensures that the most suitable zone is applied to the land (GRZ2) so it can be used and developed in accordance with the Act. The amendment will facilitate the opportunity for both residential within an established residential area and emergency services development adjacent to a main road intersection.

**How does the amendment address any environmental, social and economic effects?****Environmental Effects**

The amendment will have positive or neutral environmental effects. There are no buildings and works proposed and or the removal of any vegetation from the land. Any future removal of native vegetation will be assessed under the appropriate controls.

Site contamination issues are assessed through the application of the EAO, which will ensure that any potential contaminants are appropriately managed and remediated prior to sensitive uses commencing.

**Social Effects**

The amendment is considered to have a positive social impact upon the local (and wider) community as a result of the increased provision of residentially zoned land within a well-serviced area and the municipalities access to community / public services.

The amendment is considered to provide the community with greater clarity and certainty regarding the future development of the land.

With respect to Lot 1 and its acquisition by Fire Rescue Victoria and its intended development for a new fire station, this will result in a number of positive social impacts including:

- A new fire station would improve response times for fire and emergency incidents in Alphington and surrounding suburbs, reducing potential loss of life, property damage, and environmental harm.
- A local fire station ensures greater coverage in the event of residential, commercial, or bushfire-related emergencies, enhancing safety for residents, businesses, and visitors.
- With ongoing urban development and population growth in Alphington and surrounding areas, the provision of new emergency services infrastructure ensures that community safety services keep pace with increased demand.
- Fire stations often play an active role in community education, running fire safety programs, school visits, and public engagement initiatives to improve fire awareness and preparedness.

It is considered that there will be a net social benefit as a result of the amendment.

**Economic Impacts**

The amendment is considered to generate positive economic effects for the following reasons:

- The future addition of new households will support expenditure on goods and services on offer in the local area.
- The construction of a future project will create jobs.
- The provision of future housing in such a well serviced location will result in reduced travel costs for future residents.

- The provision of a new fire station on Lot 1 will generate local employment opportunities, both in construction and ongoing operational roles, contributing to the local economy.

The amendment will provide opportunities for economic development, housing and employment growth.

### **Does the amendment address relevant bushfire risk?**

The amendment meets bushfire policy in Clause 13.02 of the Planning Scheme because it encourages development within low-risk locations, which have convenient and safe access.

The land is not affected by the Bushfire Management Overlay and is not within a bushfire prone area.

### **Does the amendment comply with the requirements of any other Minister's Direction applicable to the amendment?**

#### ***Ministerial Direction – the Form and Content of Planning Schemes***

The amendment complies with the requirements of the Ministerial Direction on the Form and Content of Planning Schemes in section 7(5) of the *Planning and Environment Act 1987*. It has also been prepared in accordance with other relevant Ministerial Directions.

#### ***Direction No. 1 'Potentially Contaminated Land'***

The former Fairfield Siding / Alphington Rail Spur land has been subject to numerous investigations, including a 'Detailed Site Investigation' report and 'Supplementary Site History Review' prepared by Senversa and dated 02 September 2019 and 06 December 2018 respectively.

The three-step process under Ministerial Direction No. 1 has been completed as follows:

1. **Preliminary Assessment** – The potential contamination of the subject land was identified given its historical uses, which include railway uses, illegal dumping (uncontrolled fill), firefighting activities (including bitumen surface training area), former motor garage, former buildings & storage areas, fill and the potential former laydown area.  
An initial assessment determined that a more detailed environmental investigation was necessary.
2. **Environmental Assessment** – A formal environmental assessment, including a preliminary site investigation, was undertaken to evaluate the extent of contamination. This assessment confirmed the presence of contaminants requiring further management.
3. **Implementation of Appropriate Controls** – The amendment applies the Environmental Audit Overlay (EAO) to ensure that before sensitive uses (such as residential) can commence, an environmental audit must be completed, and any necessary remediation undertaken.

This approach aligns with Ministerial Direction No. 1 by ensuring that land proposed

for rezoning is appropriately assessed and managed for potential contamination risks.

The former Fairfield Siding / Alphington Rail Spur portion of the site is potentially contaminated land within the meaning of Ministerial Direction No. 1. Therefore, it has been determined to apply the Environmental Audit Overlay over this land ensuring any potential contamination is remediated before a sensitive use can occupy the land.

***Direction No. 9 ‘Metropolitan Strategy’***

The amendment contributes to Direction No. 9 Metropolitan Planning Strategy through providing additional housing opportunities within well-serviced locations which accords with ‘Direction 2.1 Manage the supply of new housing in the right locations to meet population growth and create a sustainable city’; ‘Direction 2.2 Deliver more housing closer to jobs and public transport’; ‘Direction 2.4 Facilitate decision-making processes for housing in the right locations’, ‘Direction 5.1 Create a city of 20-minute neighbourhoods’; and ‘Direction 5.2 Create neighbourhoods that support safe communities and healthy lifestyles’ of Plan Melbourne 2017-2050.

***Direction No. 11 ‘Strategic Assessments and Amendments’***

The amendment complies with Ministerial Direction No. 11 ‘Strategic Assessment of Amendments’ under section 12 of the PE Act. The amendment is consistent with this direction which ensures a comprehensive strategic evaluation of a planning scheme amendment and the outcomes it produces.

***Direction No. 19 ‘Amendments that may result in impacts on the environment, amenity and human health’***

This direction requires planning authorities to seek the views of the EP) in the preparation of planning scheme reviews and amendments that could result in use or development of land that may result in significant impacts on the environment, amenity and human health due to pollution and waste.

The former Fairfield Siding / Alphington Rail Spur land has been subject to a ‘Detailed Site Investigation’ report and ‘Supplementary Site History Review’ prepared by Senversa and dated 02 September 2019 and 06 December 2018 respectively.

VicTrack has discussed the Amendment with the EPA and sought their views. EPA considers that VicTrack have taken reasonable steps to identify contamination and do not object to VicTrack proceeding with the amendment as proposed.

**How does the amendment support or implement the Planning Policy Framework and any adopted State policy?**

The amendment implements and is supported by the following clauses of the State Planning Policy Framework. Relevant policies are discussed below:

**Clause 11 – Settlement**

- The amendment provides for the future residential development of land within an established and well serviced area. The amendment will encourage residential growth and reduce pressure on fringe development.
- The amendment will ensure sufficient supply of land is available for residential and community uses.

**Clause 13 – Environmental Risks and Amenity**

- The implementation of the Environmental Audit Overlay over the former Fairfield Siding / Alphington Rail Spur land will ensure that potentially contaminated land is used and developed safely.

**Clause 16 – Housing**

- Under the current Transport 1 Zone, residential development is significantly restricted. The amendment will rezone the land to tGRZ2, enabling residential development of up to three storeys in height at a density that aligns with the surrounding neighbourhood. Given the land's prime location, with excellent access to services and multiple public transport options, the amendment ensures that new housing will be delivered in an appropriate and sustainable setting.
- The General Residential Zone, Schedule 2 will allow for a reasonable degree of housing growth in line with the land's location within an Incremental Housing Change Area where low scale medium density housing development is encouraged.

**Clause 18 – Transport**

- The land is very well serviced by public transport options providing future residents with environmentally sustainable transport options which supports health and wellbeing.

**Clause 19 – Infrastructure**

- The amendment will rezone the southern portion of land adjacent to the Grange Road / Heidelberg Road intersection (Lot 1) to the General Residential Zone, Schedule 2 which will allow for its development for an emergency service facility, improving the communities access to such services. This land has been acquired by Fire Rescue Victoria and is intended to be developed for the purposes of a new fire station, noting this will be subject to its own separate planning permit application in due course.
- The amendment will make appropriate use of existing infrastructure by providing additional housing in a location which has good access to these services.

**How does the amendment support or implement the Municipal Planning Strategy?**

The amendment supports and implements the MPS as follows:

**Clause 02.01 – Context**

- The City of Darebin is identified as having one of the largest and more diverse communities in Victoria, with the municipality being an increasingly desirable place to live.

**Clause 02.02 – Vision**

- The amendment will assist in the creation of a 20-minute city through the provision of additional residentially zoned land in proximity to amenities, community services and sustainable transport.

**Clause 02.03-1 – Settlement**

- The rezoning of the land from the Transport 1 Zone to the General Residential Zone, Schedule 2 will encourage appropriate land uses and development which supports local living and the revitalisation of this underutilised piece of land.

**Clause 02.03-3 – Environmental Risks and Amenity**

- The implementation of the Environmental Audit Overlay over the former Fairfield Siding / Alphington Rail Spur land will ensure that potentially contaminated land is used and developed safely.

**Clause 02.03-5 – Housing**

- Clause 02.03-5 identifies an increasing demand for additional housing within the municipality, with a decline in vacant land across Darebin contributing to this demand.
- The affected land is identified as being within an Incremental Housing Change Area, which allows for more moderate change. The primary rezoning of the land to the General Residential Zone, Schedule 2 will allow the provision of additional housing within a well-served area on land capable of accommodating residential growth reflective of its context in terms of both scale and density.

**Clause 02.03-7 – Transport**

- The land's located within close proximity to Fairfield and Alphington Train Stations and various other public transport options will encourage the use of sustainable transport and reduce car dependency and associated road congestion.

**Clause 02.03-8 – Infrastructure**

- The rezoning of the southern portion of the land to the General Residential Zone, Schedule 2 will allow for an emergency services facility (a Section 2 – Permit Required land use) to be provided adjacent to the Grange Road / Heidelberg Road intersection, improving the communities access to such

services and facilities.

### **Does the amendment make proper use of the Victoria Planning Provisions?**

The amendment makes proper use of the Victorian Planning Provisions. The amendment applies appropriate planning provisions that best reflect how the land will be used and developed in the future.

Applying the GRZ2 will facilitate use and development on the land which gives effect to the PPF and LPPF and Darebin settlement and housing strategies. The land is within an urban area with good access to services and is surrounded by residential land zoned GRZ2. Applying the GRZ2 will limit the maximum building height to 3-storeys in scale, which is consistent with the surrounding GRZ2 zoned land.

The proposed application of the GRZ2 to the southern portion of the land, located at the intersection of Grange Road and Heidelberg Road (Lot 1), will facilitate the development of an emergency services facility, enhancing access to critical emergency response services within the municipality. This site has been acquired by Fire Rescue Victoria with the intent of establishing a new fire station to improve emergency response times and community safety in the surrounding area.

Fire Rescue Victoria have advised VicTrack that they intend to construct a three-appliance bay fire station in order to replace the ageing Northcote Station located on Mitchell Street, Northcote.

While the GRZ2 primarily supports residential development, it also allows for the consideration of essential community infrastructure, such as emergency services facilities, through a planning permit application process. As an emergency services facility is classified as a Section 2 – Permit Required land use under the GRZ2, a separate planning application will be lodged in due course to seek approval for its development, ensuring appropriate built form, operational efficiency, and integration with the surrounding area.

The application of the EAO will ensure that any future sensitive development on the former Fairfield Siding / Alphington Rail Spur considers any contamination and the safety and health of the public is protected.

The cumulative application of the revised zoning, and proposed overlay makes proper use of the Victorian Planning Provisions and will not result in any overlap with existing provisions, nor will they make any existing provisions within the Darebin Planning Scheme redundant.

### **How does the amendment address the views of any relevant agency?**

The views of relevant agencies have been considered throughout the preparation of the Amendment. Fire Rescue Victoria expressed interest in part of the land through

the First Right of Refusal process and has since acquired Lot 1 to develop a new fire station, replacing the existing Northcote fire station. Darebin City Council has been actively consulted since 2018. Council has indicated a desire to purchase a portion of the land to establish a new 1,000 square metre public park, which would be integrated into any future development plans through ongoing consultation.

The EPA was consulted regarding the application of the EAO and provided feedback supporting its application, as summarised earlier in this report. The Department of Transport and Planning (Transport) has been formally referred the Amendment and their views will be considered upon receipt of a response.

In addition, VicTrack and Development Victoria have undertaken community consultation since 2022, with a report released summarising community aspirations, including the delivery of open space and a shared user path. Further consultation was undertaken by Development Victoria in 2024 as part of the developer procurement process, with key community feedback incorporated into the briefing materials provided to potential purchasers.

### **Does the amendment address relevant requirements of the Transport Integration Act 2010?**

The Amendment is not expected to have a significant impact on the transport system, as defined by section 3 of the Transport Integration Act 2010. The subject land is surplus to the requirements of the railway operator and accordingly is underutilised vacant land which is not suitable for development under its current zoning. The rezoning will facilitate transit-oriented development and the provision of housing and a new fire station within an area well-served by public and sustainable transport modes.

## **Resource and administrative costs**

### **What impact will the new planning provisions have on the resource and administrative costs of the responsible authority?**

The amendment is likely to have some impact on the general operation of Darebin City Council's statutory planning department as it will facilitate new forms of development and land use applications on the individual lots of land.

The application of planning controls is considered to provide a clearer expectation of the future use and development of the land and this will ultimately reduce costs by providing more certainty to the community.

## **Attachment 1 – Mapping reference table**



Location	Land /Area Affected	Mapping Reference	Address	Proposed Zone changes	Proposed Overlay changes	Proposed deletion changes
Darebin City Council	Former Fairfield Siding / Alphington Rail Spur	Darebin C225 Map 18ZN	12-14 Tuckett Street, Alphington and 38-44 Railway Place, Alphington (previously known as 1B Hamilton Street, Alphington)	Rezone from TRZ1 to GRZ2		Remove the TRZ1
Darebin City Council	Former Fairfield Siding / Alphington Rail Spur	Darebin C225 Map 18EAO	12-14 Tuckett Street, Alphington and 38-44 Railway Place, Alphington (previously known as 1B Hamilton Street, Alphington)		Apply the EAO	

*Planning and Environment Act 1987*

## **Darebin Planning Scheme**

### **Amendment C225dare**

#### **Instruction sheet**

The planning authority for this amendment is the Minister for Planning.

The Darebin Planning Scheme is amended as follows:

#### **Planning Scheme Maps**

The Planning Scheme Maps are amended by a total of two (2) attached map sheets.

##### **Zoning Maps**

1. Amend Planning Scheme Map No. 18ZN in the manner shown on the one (1) attached map marked "Darebin Planning Scheme, Amendment C225DARE.

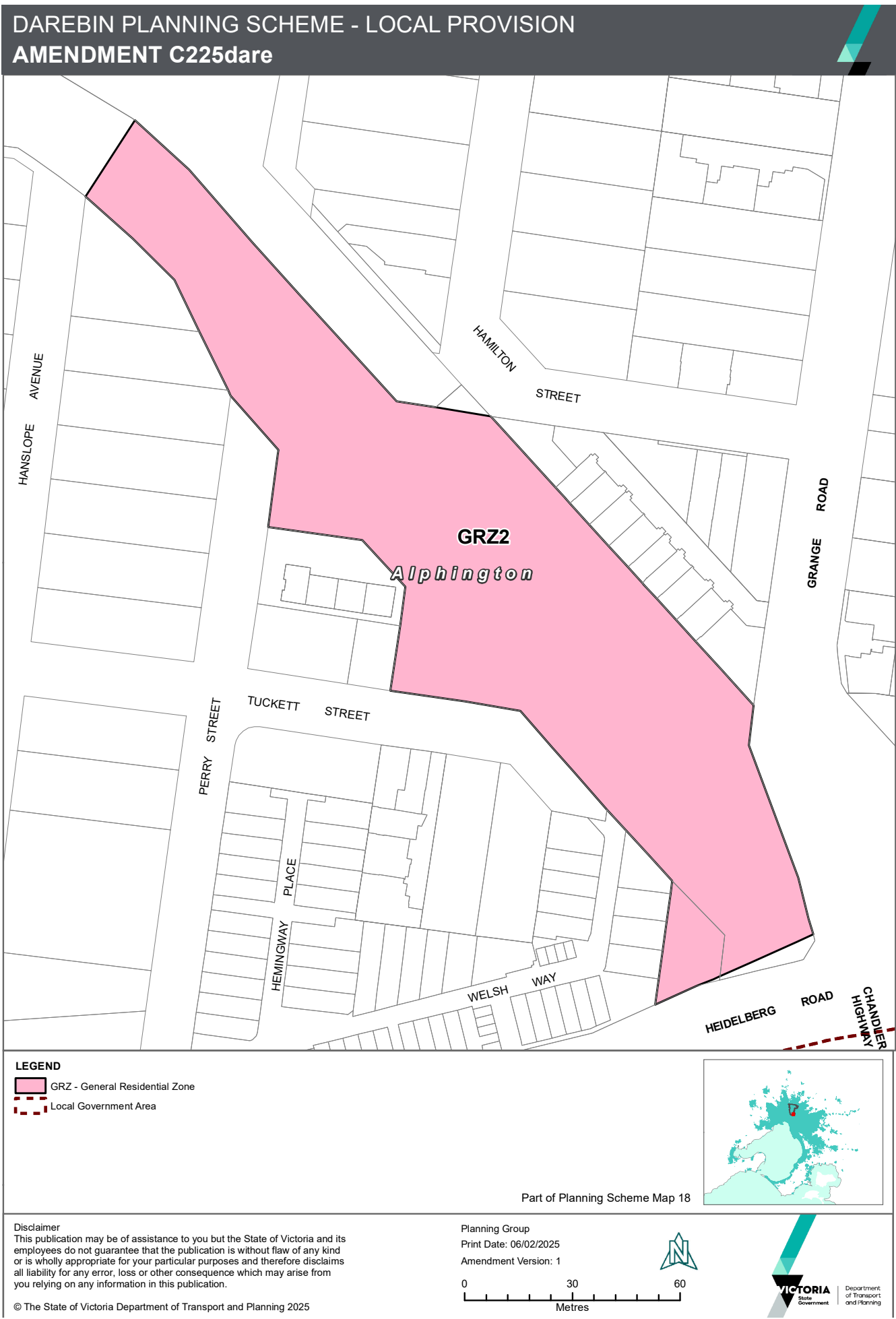
##### **Overlay Maps**

2. Amend Planning Scheme Map No. 18EAO in the manner shown on the one (1) attached map marked "Darebin Planning Scheme, Amendment C225DARE.

#### **Planning Scheme Ordinance**

The Planning Scheme Ordinance is not proposed to be amended.

**End of document**



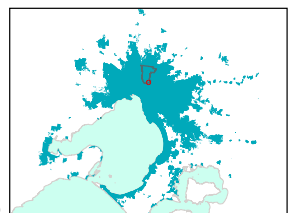
# DAREBIN PLANNING SCHEME - LOCAL PROVISION AMENDMENT C225dare



## LEGEND

- EAO - Environmental Audit Overlay
- Local Government Area

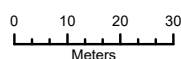
Part of Planning Scheme Map 18EAO



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Planning Spatial Services  
Print Date: 27/06/2025  
Amendment Version: 2



**6. OTHER BUSINESS**

Nil.

**7. CONSIDERATION OF REPORTS CONSIDERED CONFIDENTIAL**

Nil.

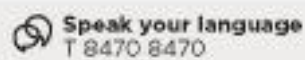
**8. CLOSE OF MEETING**

## CITY OF DAREBIN

274 Gower Street, Preston  
PO Box 91, Preston, Vic 3072  
T 8470 8888 F 8470 8877  
E [mailbox@darebin.vic.gov.au](mailto:mailbox@darebin.vic.gov.au)  
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