



# Postcode 3081

## FINAL URBAN DESIGN FRAMEWORK

October 2019



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# 1.0 Introduction

## 1.1 Purpose

The purpose of the Postcode 3081 Urban Design Framework (UDF) is to guide urban development and renewal in the postcode area 3081, towards the year 2050. It will help Banyule City Council (Council) make planning decisions and create certainty for developers. It also identifies further actions required to contribute to community building.

Implementation of the UDF will encourage varying residential densities and spark urban renewal within Postcode 3081, in character areas that have been identified for change.

To ensure urban design outcomes are in line with the new housing diversity areas, the UDF outlines:

- Appropriate built form e.g. building heights and setbacks;
- A landscaping strategy e.g. a plan for maintaining the tree canopy within the urban environment; and
- Future housing options e.g. potential for higher density, co-housing and innovative housing.

The UDF has been shaped by a number of inputs that include, but are not limited to; rigorous background research and analysis, review of the existing Planning Policy Framework, site visits and observations within the Study Area, feedback from multiple community engagement forums and meetings with relevant agencies and stakeholders.

## 1.2 Reading this Document

The UDF sets out a proposed Vision for the Study Area and a series of Objectives and Strategies that outline how the Vision can be achieved.

Parts 1 - 5 of the document outline the Study Area and its existing context, key issues facing the area, and opportunities for housing innovation and affordability.

Part 6 identifies the 'Vision', overarching Objectives and key Strategies for the UDF.

Part 7 identifies the Future Character Areas and their associated Objectives and Design Strategies required to achieve the vision within each Future Character Area.

Part 8 describes the unique Future Diversity Areas and the Design Guidelines that relate to each area.

Part 9 identifies Key Redevelopment Sites within the Study Area.

Part 10 establishes the implementation framework.

## 1.3 Application

The UDF has been written to be transferable into Planning Scheme controls within the Banyule Planning Scheme (the Planning Scheme). The control will be introduced via a Planning Scheme Amendment process. The statutory controls proposed to introduce the Objectives, Strategies and Guidelines outlined in this UDF is a Design and Development Overlay (DDO), supported by relevant changes and updates to the Local Planning Policy Framework (LPPF), and some zone changes.

## 1.4 Review

The UDF will be reviewed by Council every 10 years for currency, consistency and accuracy.

## 2.0 Study Area

Postcode 3081 is comprised of existing residential suburbs located on the western boundary of the Banyule City municipality. Its total area is approximately 2 km<sup>2</sup> and it is bounded by:

- Dougharty Road to the north;
- Darebin Creek to the west;
- Perkins Avenue to the south; and
- McEwan Road, Lawson Parade, Edwin Street and Waterdale Road to the east.

The Study Area includes the suburbs of Heidelberg West, Heidelberg Heights and Bellfield. As shown at Figure 1, it extends to Darebin Creek in the west. To the south it extends to residential hinterland areas south of Bell Street, and to the east it generally extends to the eastern side of Waterdale Road. The UDF applies across the study area, including Darebin Creek and associated open space.



Figure 1. Study Area

## 3.0 Background Analysis

### 3.1 Introduction

This section of the UDF provides the context and background along with the key influences and issues that will affect future growth and change within the Study Area. These have informed the UDF process and the Vision, Objectives and Strategies identified within it. The facts and figures presented in this section have been derived from analysis undertaken by thorough review of the strategic and physical context, along with a review of the relevant background documents. These relate to the municipal demographic profile, economic profile and community infrastructure.

### 3.2 Brief History

The historical development of Postcode 3081 and the Study Area is important in understanding the current conditions and issues faced today.

The Study Area was settled from the late 1830s, with land mainly used for farming. Significant development did not occur until the post-war years. Much of the area was constructed by the Housing Commission in the 1950s, with the area between Dougharty and Southern Roads servicing as the 1956 Olympic Village.

More recently, due to private buy back schemes, the Department of Housing and Human Services (DHHS) ownership has become interspersed with private dwellings.

### 3.3 Community and Economic Profile

The Study Area (approximately 2 km<sup>2</sup>) accommodates approximately 1,900 dwellings, of which 30.5% (2011 ABC Census) remain as public housing which are managed and maintained by the Department of Health and Human Services (DHHS). These properties range in typology from single detached dwellings to townhouse complexes. Only 40% of households in the Study Area are purchased or fully owned.

The Study Area contains some areas of social and economic disadvantage. Data from the 2016 Census indicates that Postcode 3081 has above average levels of unemployment (9.4%, compared with 6.6% across the Victoria), contributing to a smaller proportion of high income households (those earning \$2,500 per week or more) and higher proportions of low income households (those earning less than \$650 per week) (2016 ABS Census).

Historically, the Postcode 3081 area has had lower residential property prices than the Banyule median. However, over the period 2014-2015 there has been significant uplift in housing prices. This may reflect increasing development interest in the area. Median unit prices in Postcode 3081 remain lower than the Banyule median and have not yet experienced the same escalation in housing value growth. This is likely a reflection of the age of the building stock in the area.

### 3.4 Strategic Policy Context

The current Metropolitan Planning Strategy 'Plan Melbourne' was updated in 2017. Postcode 3081 sits within the La Trobe National Employment and Innovation Cluster which seeks to promote education, research, health, retail use and development. Postcode 3081 is central to the cluster, which has a focus on Northland Urban Renewal, Heidelberg Activity Centre, Latrobe University and the Heidelberg West Industrial Estate. Plan Melbourne also indicates that residential land around these education and health clusters has significant capacity to accommodate new housing.

The Planning Policy Framework (PPF) refers to the importance of providing housing choice that is close to services and jobs. It also promotes building up activity centres as the focus for high-quality development, in addition to a network of activity centres differing in size and function for the whole community to utilise. Undertaking strategic planning for the use and development of land in and around activity centres is encouraged.

The PPF also aims to create liveable communities and neighbourhoods where people have safe and convenient access to the goods and services they need for daily life within 20 minutes of where they live, travelling by foot, bicycle or public transport.

Clause 21.04-1 (Housing) of the Planning Scheme contains three objectives:

- Objective 1 New Housing: 'guide new dwellings to preferred locations, including in Activity Centre Zones while continuing to promote appropriate urban consolidation to satisfy housing demand.'
- Objective 2 Housing Types: 'provide a greater diversity of affordable housing opportunities in appropriate locations, including in Activity Centre Zones to address the needs of those seeking to reside in Banyule.'
- Objective 3 Housing affordability: 'improve housing affordability.'

Clause 21.06-2 (Built Environment) includes a Housing Framework Map for the City. The Framework identifies Postcode 3081 as an 'Accessible Area'.

The vision for the Accessible Areas is:

*"They will provide townhouses and other medium density living and some dispersed single dwellings. Some opportunities for higher density housing will also exist. These areas include strategic redevelopment sites that provide for medium density and a higher density housing component.*

*Development must make a positive contribution to the desired future neighbourhood character, including opportunities for tree protection and planting."*

Postcode 3081 is identified as an area that is renewing and that 'Public housing sites will provide well-designed redevelopment opportunities. A new desired future neighbourhood character will support development opportunities, with a focus on Olympic Village, Bell Street Mall, public housing sites and larger properties, where there may be higher density opportunities as well.'

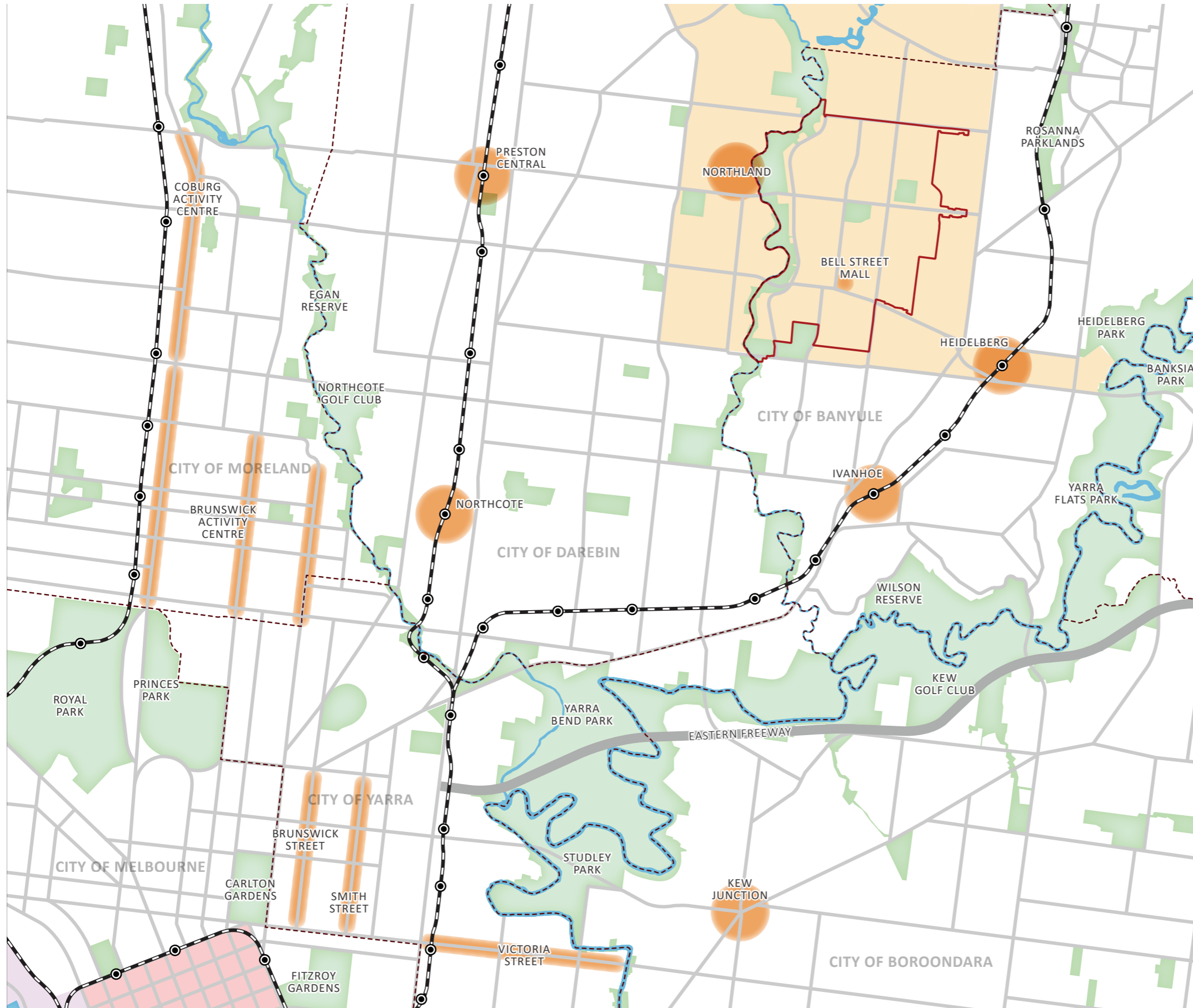
Clause 21.05 (Natural Environment) encourages protection and enhancement of environmental links between areas of natural habitat and those which are of importance within the Study Area.

The Strategic Framework Plan at Clause 21.08 identifies an Activity Centre Hierarchy within Banyule. Whilst Postcode 3081 is not identified, it sits within the La Trobe National Employment and Innovation Cluster; this is identified as the top of the hierarchy of centres within Banyule.

Clause 22.02 of the Planning Scheme is Banyule's Residential Neighbourhood Character Policy. It identifies the balance of the Study Area, which is currently zoned General Residential Zone 1 (GRZ1), as Garden Suburban Precinct 6, which suggests the area will accommodate change in a manner that enhances the preferred future character for the precinct whilst providing for housing growth that supports an improved, treed, urban environment.

Canopy trees and understorey planting will make a stronger contribution to the character of the area, particularly in front setbacks to reinforce the character of the street and along rear boundaries to soften the interface between dwellings. The policy suggests that site coverage may be greater as long as tree protection and planting is achieved.

To the south of Bell Street, the Study Area falls within Garden Suburban Precinct 2 which supports change in a manner that supports the suburban garden character of the precinct. All developments will contribute to an enhanced treed environment.



- LEGEND**
- STUDY AREA
  - TRAIN STATION
  - RAILWAY
  - MELBOURNE CBD
  - ACTIVITY CENTRE
  - LA TROBE NATIONAL EMPLOYMENT AND INNOVATION CLUSTER
  - FREEWAY
  - ROAD

Figure 2. Strategic Context



### 3.5 Planning Controls

#### Zones

The Study Area is predominantly GRZ1. This zone encourages development that respects the neighbourhood character of the area, whilst providing a diversity of housing types and housing growth, particularly in locations offering good access to services and transport.

The Study Area is also interspersed with Commercial 1 Zone (C1Z) precincts, which include Bell Street, Waterdale Road and the Olympic Village centres (Figure 3). This zone seeks to create vibrant mixed-use commercial centres for retail, office, business, entertainment and community uses. The zone also allows for residential uses at densities complementary to the role and scale of the commercial centre.

Open space through the Study Area is generally within a Public Park and Recreation Zone (PPRZ), which recognise areas of open space for public recreation, and to protect and conserve areas of significance where appropriate.

#### Overlays

The Study Area is affected by the following overlays (refer Figure 4):

- Special Building Overlay, Schedule 2 (SBO2);
- Public Acquisition Overlay, Schedule 1 (PAO1);
- Heritage Overlay, Schedule 184 'Olympic Village Green' (HO184);
- Incorporated Plan Overlay, Schedule 2 'Olympic Village' (IPO2);
- Land Subject to Inundation Overlay (LSIO);
- Environmental Significance Overlay, Schedule 1 'Yarra River, Plenty River and Darebin Creek' (ESO1) and 4 'Significant Trees and Areas of Vegetation' (ESO4);
- Vegetation Protection Overlay, Schedule 5 'Substantial Tree Protection Area' (VPO5);
- Development Plan Overlay Schedule 5 and Schedule 6 (DPO5 & DPO6);
- Parking Overlay, Schedule 3 and Schedule 4 (PO3 & PO4).

#### Public Acquisition Overlay 1 (PAO1)

The PAO1 applies to a section of Bell Street between Liberty Parade and the western side of Darebin Creek for road widening.

#### Heritage Overlay 184 'Olympic Village Green' (HO184)

HO184 applies to 15 Alamein Road, 1-17 Moresby Court and 180 Southern Road, Heidelberg West; which generally consists of Olympic Village, a local activity centre servicing the local community.

#### Special Building Overlay 2 (SBO2)

SBO2 applies across parts of the Study Area that are susceptible to inundation by overland flows from the urban drainage system. Consideration will need to be given to the impact the renewal of the area will have on overland flows, and the design methods to construct basement car parking in accordance with the requirements of the SBO.

#### Incorporated Plan Overlay 2 'Olympic Village' (IPO2)

IPO2 applies to the north western quadrant of the Study Area. It requires that all subdivision, building services and works must be generally in accordance with the Olympic Village Local Structure Plan dated 5 October 1995 to the satisfaction of the Responsible Authority. The Olympic Village Local Structure Plan (LSP) provides a strategy for the redevelopment of Olympic Village, providing details on housing areas, locations of community, shopping, schools and other land uses and facilities for the comprehensive redevelopment of the Study Area. It is noted that the intent and content of the LSP is outdated and redundant. This IPO is subject to Planning Scheme Amendment C114 to remove it from the Planning Scheme.

#### Land Subject to Inundation Overlay (LSIO)

The LSIO applies to land within the Darebin Creek Reserve, along the western boundary of the Study Area. Consideration needs to be given to the impact development will have on the river and wetland health, waterway protection and flood plain health by the relevant floodplain management authority in accordance with the requirements of the LSIO.

#### Environmental Significance Overlay 1 'Yarra River, Plenty River and Darebin Creek' (ESO1) and 4 'Significant Trees and Areas of Vegetation' (ESO4)

ESO1 and ESO4 apply to parts of the Study Area. ESO1 applies along the Darebin Creek corridor, and aims to protect the watercourse, adjoining parkland and its flora and fauna. ESO4 applies to specific groups of trees and vegetation within Banyule, which have specific significance. ESO4 applies along Southern Road, between Liberty Parade and Waterdale Road, generally to the road reserve and 3 lots between South Crescent and Southern Road.

#### Vegetation Protection Overlay 5 'Substantial Tree Protection Area' (VPO5)

VPO5 applies across the balance of the Study Area, excluding some specific parcels. VPO5 refers to Banyule's vegetation and treed streetscapes as being one of the most valued characteristics that contribute to the City's neighbourhood character. In particular, the overlay refers to substantial trees located around existing dwellings, which help to enhance and add natural interest to these residential areas. Key objectives of the overlay include retaining and protecting existing trees, and promoting further planting to contribute to local identity and neighbourhood character.

Protection of the existing vegetation through increased front setbacks has been considered as part the preparation of the UDF.

#### Development Plan Overlay Schedule 5 'Public Housing Renewal - Bellbardia Estate, Heidelberg West' (DPO5) and Schedule 6 'Public Housing Renewal - Tarakan Estate, Heidelberg West' (DPO6)

DPO5 applies over Bellbardia Estate and DPO6 applies over Tarakan Estate. Each DPO sets out the preferred built form and housing mix for the future development of each site. Each DPO sets out a suite of built form controls with respect to height, setbacks and interface treatments, public realm response and landscaping in association with a development plan.

#### Parking Overlay, Schedule 3 'Bell Street Mall and Heidelberg West Core Area' (PO3) and Schedule 4 'Social Housing Renewal - Bellbardia Estate, Heidelberg West' (PO4)

PO3 and PO4 seeks to identify appropriate carparking rates for residential uses within each corresponding area, and to ensure new development provide adequate and convenient parking.

## 3.6 Proposed Controls and Plans

### Development Contribution Plan Overlay (DCPO)

Council has recently prepared a municipal wide Development Contribution Plan (DCP) to deliver cost-benefits for developers to equitably contribute to works within defined pricing areas, through a DCPO. A DCP is a mechanism used to levy new development for contributions to planned infrastructure needed by the future community.

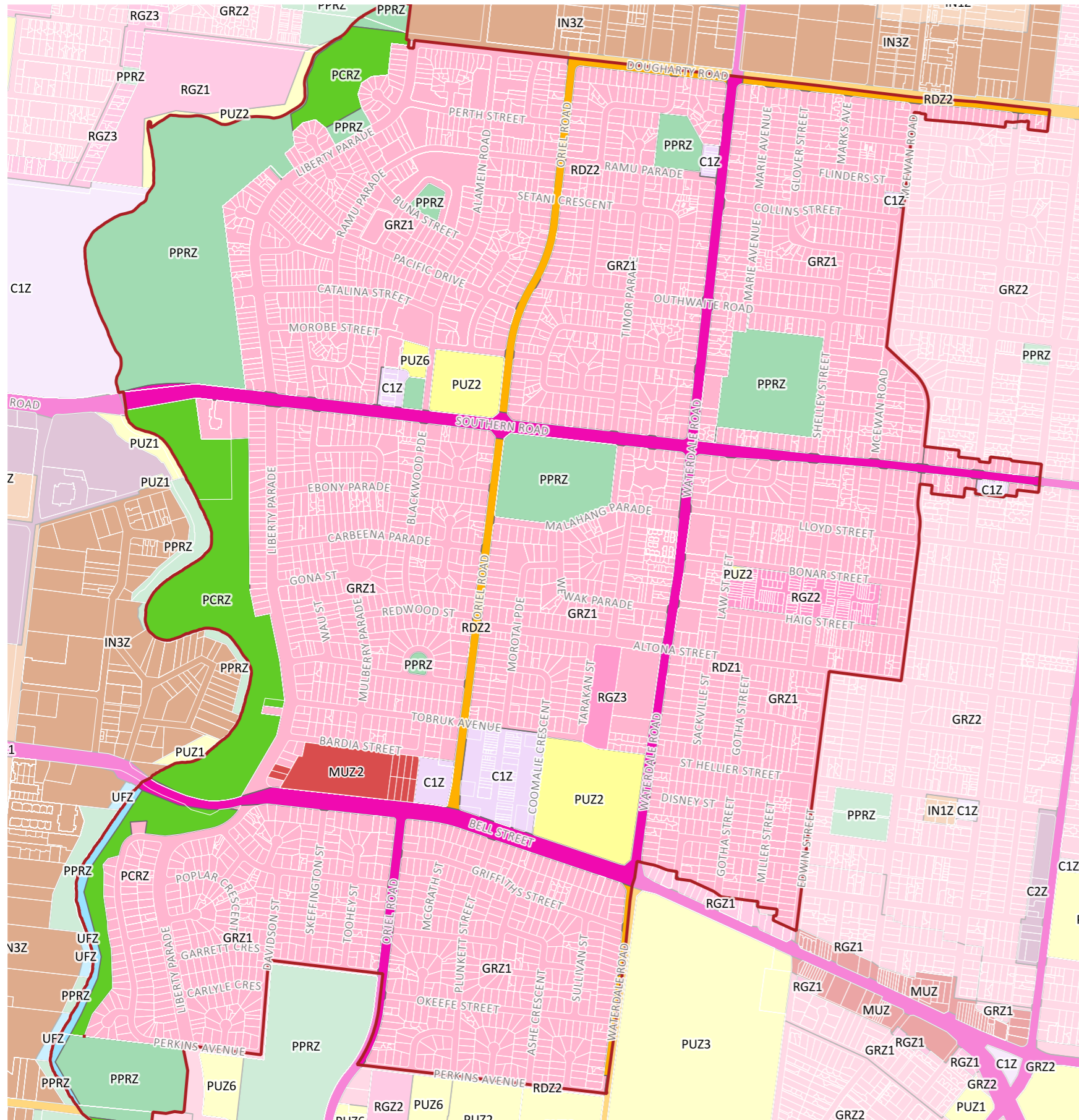
Council's Housing Strategy includes a policy commitment to support affordable housing and encourage innovative housing designs. The DCPO can further this policy aspiration by giving exemptions for:

- Social housing projects undertaken by a designated service provider. This includes public housing and housing owned, controlled or managed by a registered housing association. Ministerial exemptions already exempt public housing projects from DCP payments.
- Cooperative housing designs that show a clear commitment to shared spaces and their effective management. Such designs must provide for multiple shared spaces.
- Deliberative development models and innovative housing for intentional communities that must meet the Responsible Authority's minimum environmental and socially sustainable threshold.

Planning Scheme Amendment to implement the DCPO into the Planning Scheme was exhibited in February 2018 and considered by a Planning Panel in July 2018. Panel recommended approval with changes. Council has adopted the revised version of the Planning Scheme Amendment and lodged the request to the Minister for Approval.

### Community Infrastructure Plan for the La Trobe National Employment & Innovation Cluster

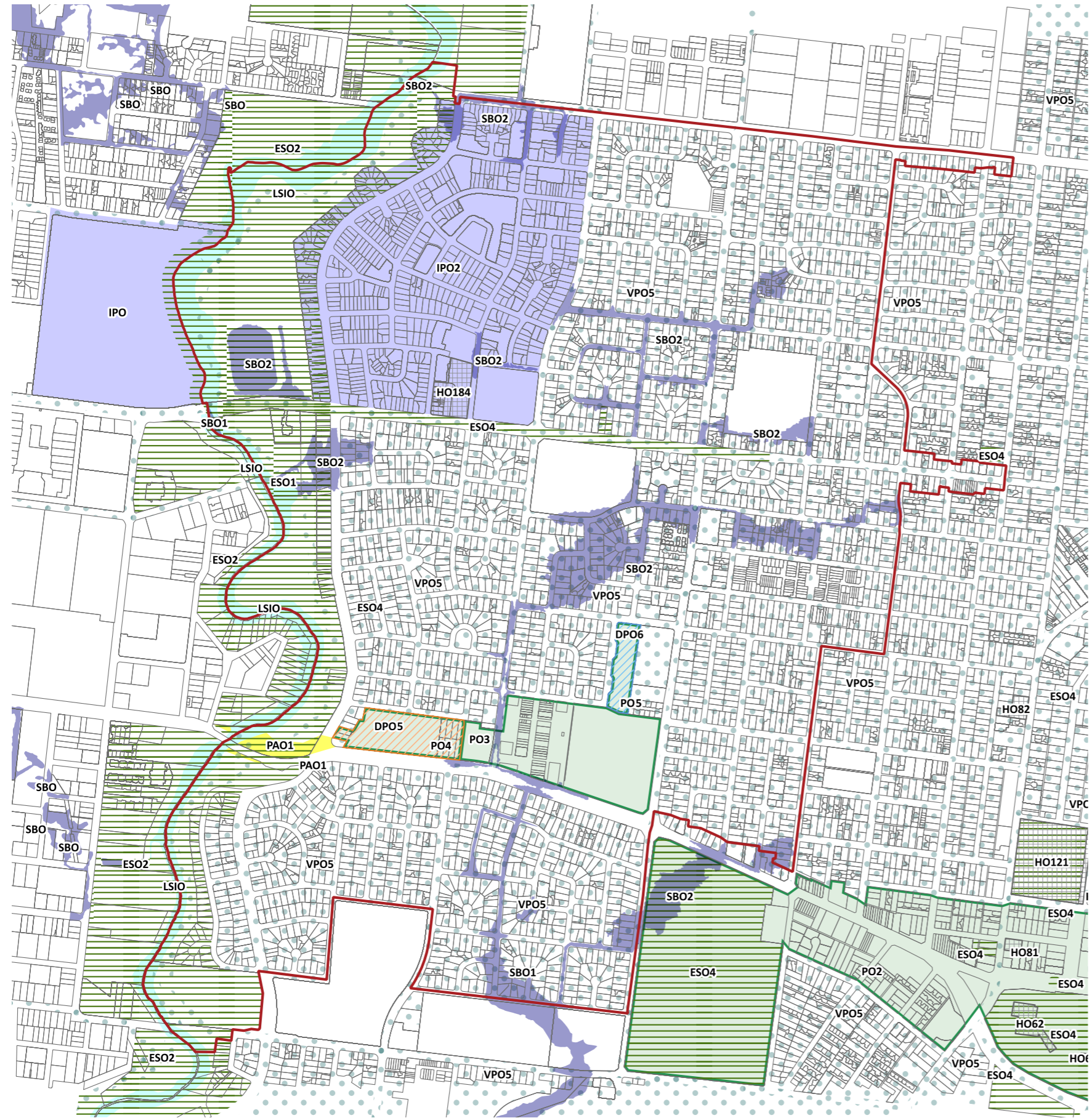
Council has recently adopted a Community Infrastructure Plan (CIP) that was jointly prepared by Banyule and Darebin Councils, the Victorian Planning Authority and DHHS. The Plan sets out priorities for delivery of community infrastructure across the cluster area (Figure 2).



## Zones

- LEGEND**
- STUDY AREA
  - COMMERCIAL 1 ZONE (C1Z)
  - COMMERCIAL 2 ZONE (C2Z)
  - NEIGHBOURHOOD RESIDENTIAL ZONE SCHEDULE 3 (NRZ3)
  - GENERAL RESIDENTIAL ZONE SCHEDULES 1 AND 2 (GRZ1 AND GRZ2)
  - RESIDENTIAL GROWTH ZONE SCHEDULES 1, 2 AND 3 (RGZ1, RGZ2 AND RGZ3)
  - INDUSTRIAL 1 ZONE (IN1Z)
  - INDUSTRIAL 3 ZONE (IN3Z)
  - MIXED USE ZONE SCHEDULE 2 (MUZ2)
  - PUBLIC PARK AND RECREATION ZONE (PPRZ)
  - PUBLIC CONSERVATION AND RESOURCE ZONE (PCRZ)
  - PUBLIC USE ZONE SERVICE AND UTILITY (PUZ1), EDUCATION (PUZ2), HEALTH AND COMMUNITY (PUZ3), CEMETERY/CREMATORIUM (PUZ5), LOCAL GOVERNMENT (PUZ6) AND OTHER PUBLIC USE (PUZ7)
  - ROAD ZONE CATEGORY 1 (RDZ1)
  - ROAD ZONE CATEGORY 2 (RDZ2)
  - URBAN FLOODWAY ZONE (UFZ)

Figure 3. Zoning Map



### Overlays

- LEGEND**
- STUDY AREA
  - PUBLIC ACQUISITION OVERLAY SCHEDULE 1 (PAO1)
  - HERITAGE OVERLAY (HO)
  - SPECIAL BUILDING OVERLAY SCHEDULE 1 AND 2 (SBO1 AND SBO2)
  - ENVIRONMENTAL SIGNIFICANCE OVERLAY SCHEDULE 4 (ESO4)
  - INCORPORATED PLAN OVERLAY SCHEDULE 2 (IPO2)
  - VEGETATION PROTECTION OVERLAY SCHEDULE 5 (VPO5)
  - LAND SUBJECT TO INUNDATION OVERLAY (LSIO)
  - DEVELOPMENT PLAN OVERLAY 5 (DPO5)
  - DEVELOPMENT PLAN OVERLAY 6 (DPO6)
  - PARKING OVERLAY SCHEDULE 2, 3, 4 AND 5 (PO2, PO3, PO4 AND PO5)

Figure 4. Overlay Map

### 3.7 Physical Context

To understand the existing physical context, an urban and landscape analysis was undertaken. The analysis reviewed the existing built form and landscape character within the Study Area. It also reviewed the Study Area's access to activity centres, public open space, public transport and community facilities. This analysis helped inform the identification of future opportunities for increased density and levels of built form change across the Study Area.

#### Character

Banyule has diverse residential stock and households; the municipality predominantly accommodates couples with children, followed by couples without children and lone person households (Victoria in the Future 2014). Whilst the majority of dwelling types within the municipality are separate houses, new redevelopment occurring consists of 2-storey apartments and townhouses. Houses in other suburbs within the municipality date back to the 1910s and are predominately brick veneer, whilst the majority of houses in Postcode 3081 are detached brick dwellings dating back to the 1950s.

The Study Area currently comprises single detached dwellings and 2-storey apartment developments that remain from the 1956 Melbourne Olympic Games athlete's village.

The Study Area also has a strong 'green' character, with significant established trees within both the private and public realms. Significant trees, substantial trees and other vegetation make a contribution to the desired future character of residential neighbourhoods, the identity of Activity Centres, Neighbourhood Centres, the character of landscaping, streetscapes, habitat links and biodiversity.

The suburb sits on basalt and any need for excavation is a major factor in the viability of projects.

#### Activity Centres

The primary retail core of Postcode 3081 is contained between Tobruk Avenue to the north and Bell Street to the south and Coomalie Crescent to the east and Oriel Road to the west, with 'The Bell Street Mall' being the primary pedestrian street through the centre. This retail core is contained in the Commercial 1 Zone (C1Z).

Smaller retail centres are located on Southern Road within the Olympic precinct and Waterdale Road and are generally contained in the C1Z.

#### Public Open Space

The Study Area contains a number of quality public parks and the Darebin Creek corridor. These include:

- Shelley Park, on Shelley Street, is the largest park in the precinct and home to the North Heidelberg Football Club. The park features an oval, playground and pavilion.
- Malahang Reserve, on Southern Road offers a variety of open fields, along with a playground, BMX and Skate Park, BBQ and picnic facilities, public restrooms, and parking. It is also used for local festivities.
- The Darebin Creek spans more than 30km running from the north and feeding into the Yarra River in the south. Darebin Creek Forest Park and Linear Reserve is a vast public open space corridor spanning approximately 3km of the creek corridor on the western boundary of the Study Area. Among the winding creek environs is Olympic Park, which provides sporting facilities, a playground and pavilion.
- In addition to these larger parks, smaller parks are dispersed throughout residential precincts of the Study Area.

The parks are all contained within the Public Park and Recreation Zone (PPRZ) and the Darebin Creek Corridor is within the Public Conservation and Resource Zone (PCRZ).

#### Public Transport

The Postcode 3081 Study Area is serviced by two high frequency bus routes including the 903 Smart Bus Route that runs along Southern Road, Oriel Road and Bell Street, and the 250 route along Oriel Road and Waterdale Road. There are also several local bus services running through the Study Area along Altona Street, Waterdale Road, Collins Street, Ramu Parade, Oriel Road Liberty Parade and Southern Road. Both Rosanna and Heidelberg train stations are outside the Study Area, approximately 1.6km and 2km to the east, respectively. The bus services within Postcode 3081 provide connections to train stations for commuters.

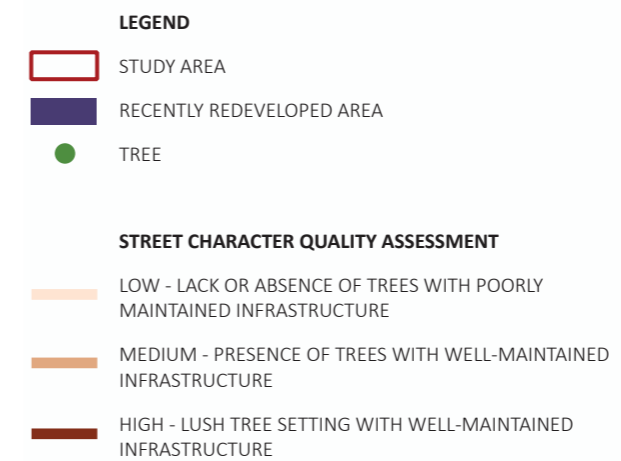
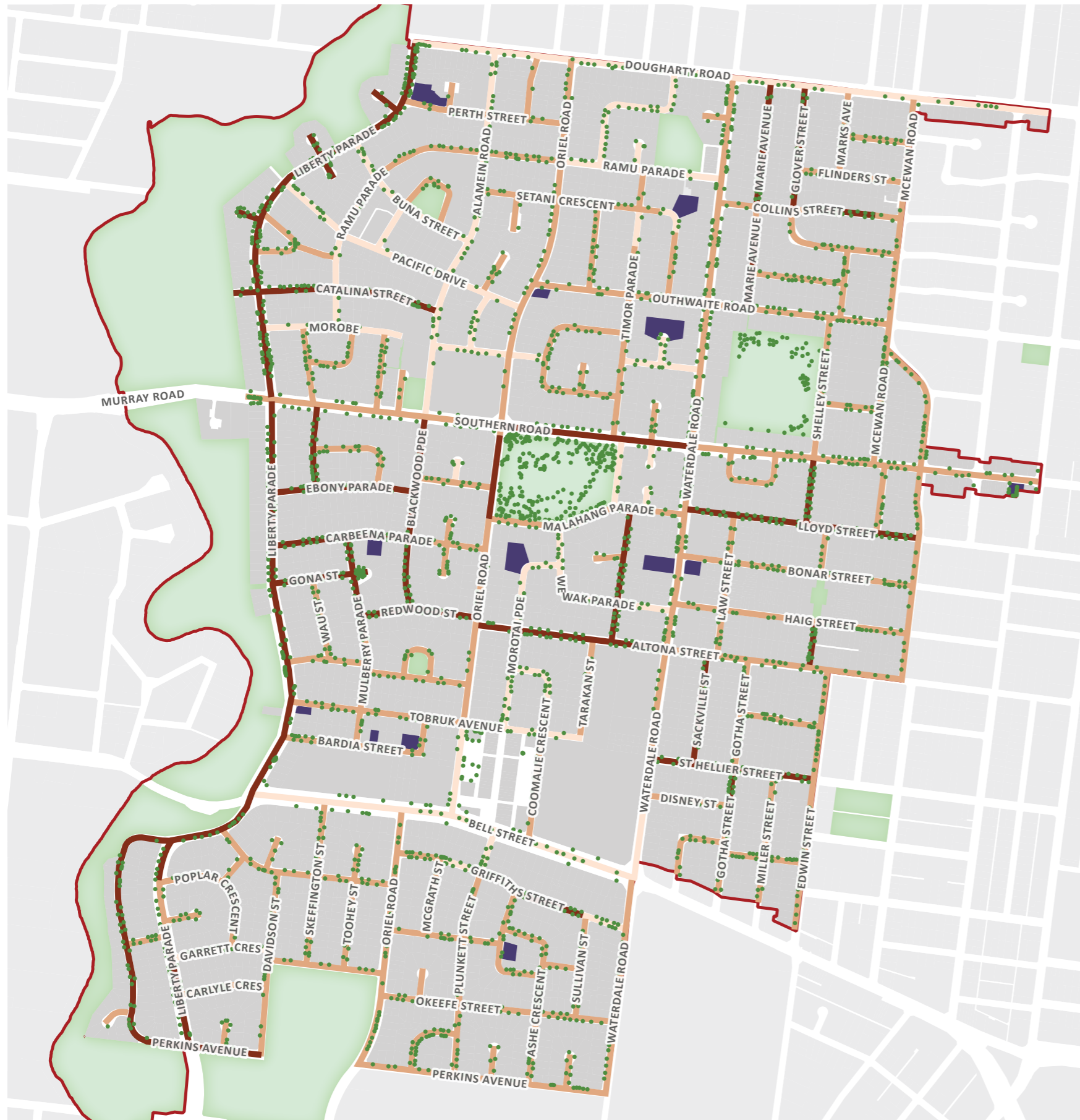


Figure 5. Existing Streetscape Character

Area 1: Bell Street



Area 2: Main Roads



Area 3: Creekside



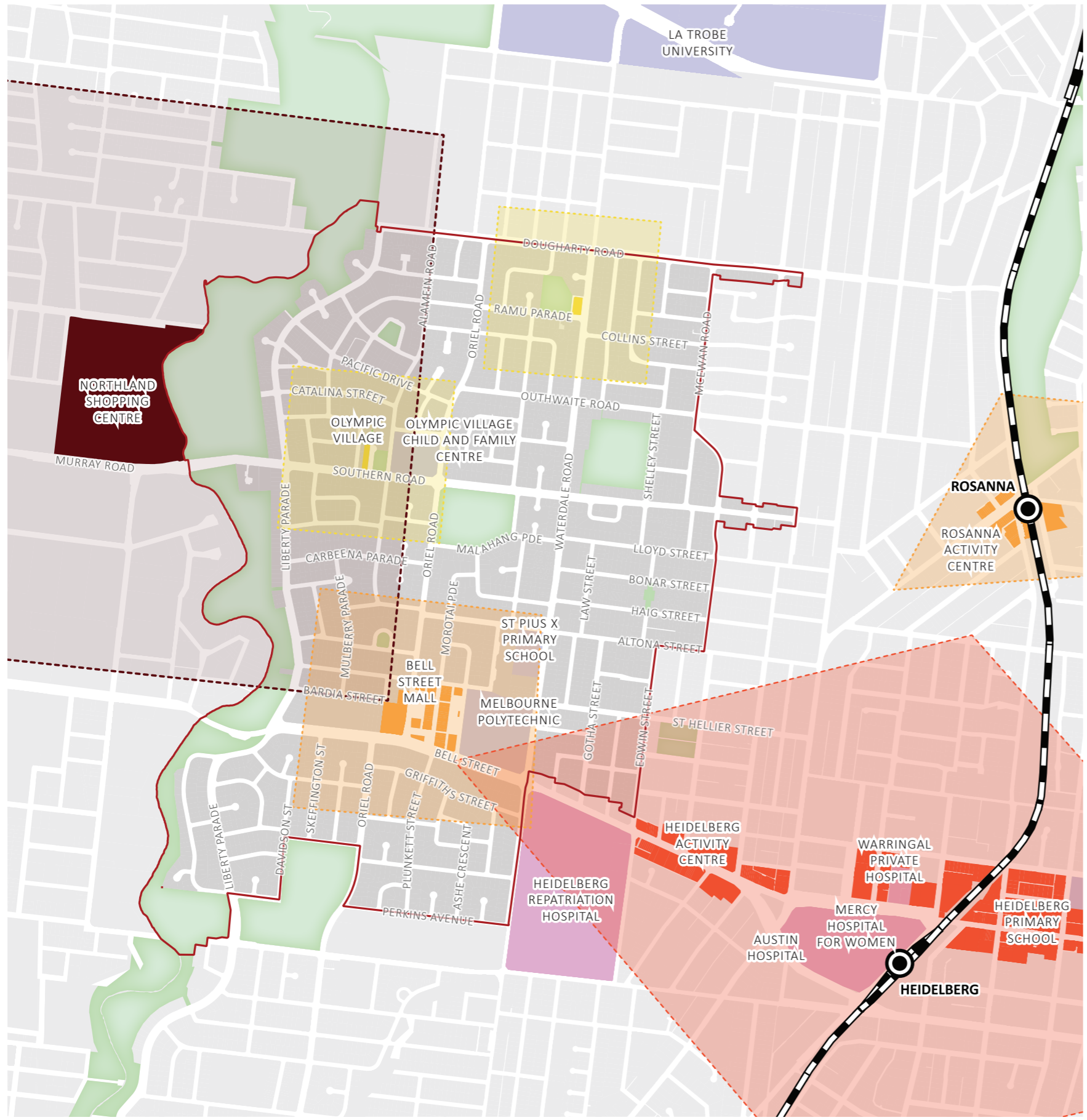
Area 4: Local Park Interfaces





Area 5: Hinterland





- STUDY AREA
- TRAIN STATION
- RAILWAY
- PRINCIPAL ACTIVITY CENTRE (1200M CATCHMENT AREA)
- MAJOR ACTIVITY CENTRE (800M CATCHMENT AREA)
- NEIGHBOURHOOD ACTIVITY CENTRE (400M CATCHMENT AREA)
- LOCAL ACTIVITY CENTRE (400M CATCHMENT AREA)
- MAJOR MEDICAL FACILITIES
- EDUCATIONAL FACILITIES
- 400M CATCHMENT AREA
- 600M CATCHMENT AREA
- 800M CATCHMENT AREA
- 1.2KM CATCHMENT AREA

Figure 6. Activity Centres Accessibility



**LEGEND**

- STUDY AREA
- ← DAREBIN CREEK ENTRANCE
- 400M WALKING RADIUS FROM THE PARK BOUNDARY

**PUBLIC OPEN SPACE QUALITY ASSESSMENT**

- LOW - DEFINED BY LACK OF SAFETY MEASURES AND MAINTENANCE
- MEDIUM - WELL-MAINTAINED, BUT LACKING SAFETY MEASURES
- HIGH - WELL-MAINTAINED WITH HIGH SAFETY MEASURES

Figure 7. Open Space Accessibility

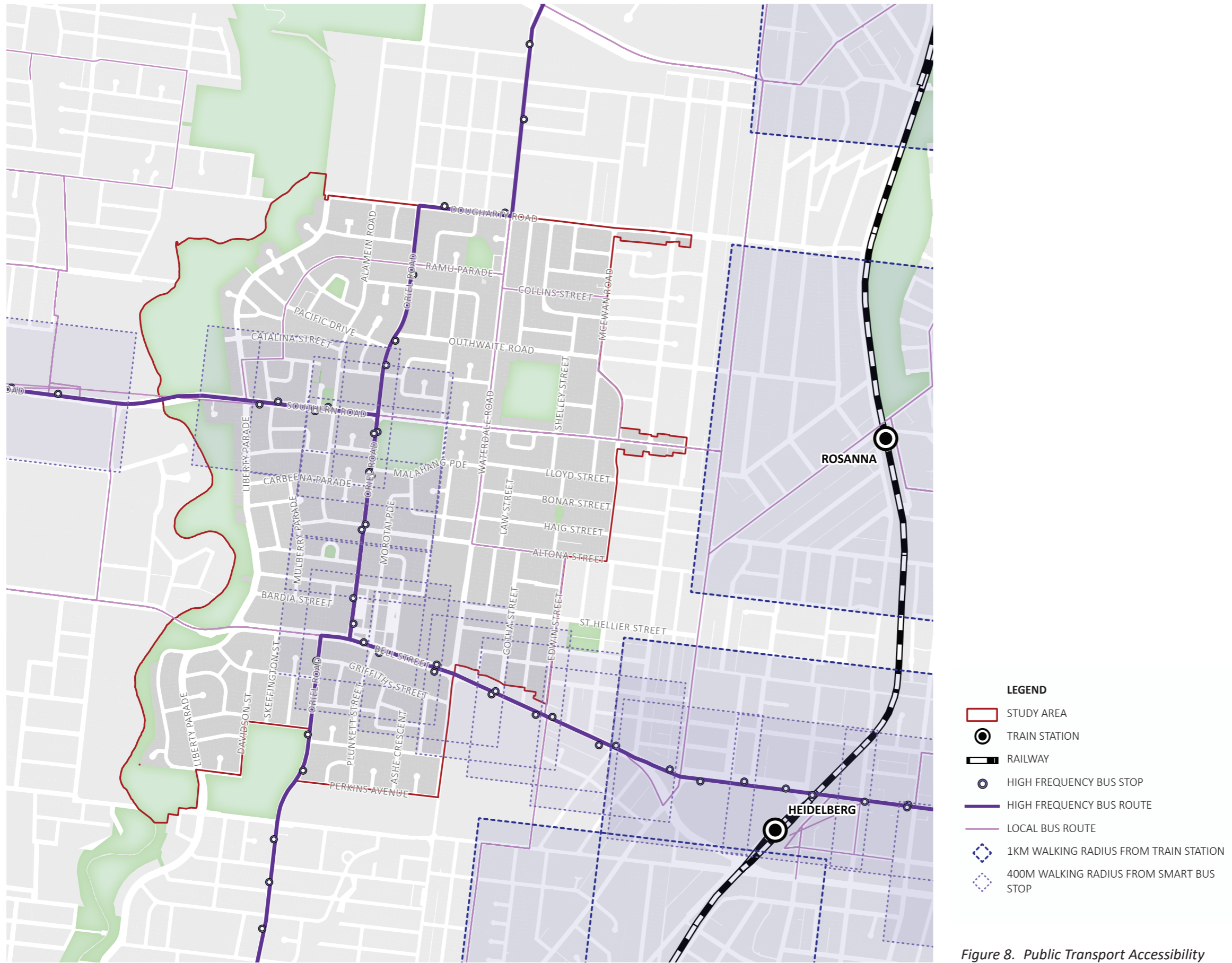


Figure 8. Public Transport Accessibility

### 3.8 Key Issues and Opportunities

From the background analysis summarised in Sections 3.1-3.7, a number of issues and opportunities have been identified and have been considered in the preparation of the UDF. This analysis has helped to determine the potential location of higher density housing as outlined at Figure 9. This analysis was significant in determining the future character areas described in later sections of the UDF.

#### Issues

- **Public Transport:** Approximately 50% of residential properties in Postcode 3081 are within a 400m walking distance of a Smart Bus stop. There is a significant lack of access to the PPTN network in the north-eastern and south-western parts of the study area as they fall outside these walking catchments. Similarly, 99% of the study area is outside the 1km walking catchment of both Rosanna and Heidelberg train stations. A small portion of Southern Road to the east has walking proximity to Rosanna Station.
- **Consolidation of lots:** The majority of residential properties in Postcode 3081 are privately owned or strata titled. This will be a key issue should development require consolidation of lots.
- **Managing interfaces and amenity:** During the course of future development and renewal of Postcode 3081, managing various interfaces to improve amenity will require careful planning to ensure the transitions between different characters are appropriately managed. This is addressed by the Design Guidelines for each Future Character Area.
- **Proximity to Latrobe University, RMIT and the Austin Hospital:** The Study Area is close to significant education and employment opportunities, which are attractive for the increased housing.
- **Infrastructure:** Higher density residential redevelopment increases the need for neighbourhood services and infrastructure, for example; public transport, community facilities and open space. This UDF identifies areas of greater densification, which will assist in future infrastructure planning and investment.

#### Opportunities

- **Open Space and Creek Corridor:** The majority of residents have access to quality public open space (POS) throughout the Study Area, with the highest quality POS being in the north-western quarter and along Darebin Creek. The Darebin Creek Corridor in particular provides an opportunity for higher density built form outcomes with better creek access.
- **Proximity to City:** Postcode 3081 Study Area is located just 13km from Melbourne's CBD. This proximity to the CBD means travelling by car is roughly 30 minutes via major arterials and freeways. Access to the city via public transport is more difficult with the closest train stations being Heidelberg (1.5km southeast) and Rosanna (1.6km northeast). Whilst a Smart Bus Route passes through the Study Area, public transport will need to be improved as part of the renewal of Postcode 3081 to better service the community.
- **Proximity to Heidelberg MAC and Northland:** The Study Area is positioned between the Heidelberg Major Activity Centre (MAC) to the southeast and Northland Shopping Centre to the west. Both centres offer a variety of retail, commercial and community services. The north western portion of residents in Postcode 3081 have walking access to Northland Shopping Centre via Southern/Murray Road.
- **Bellbardia and Tarakan Housing Estates:** The Study Area includes two large public housing estates which were identified for urban renewal as part of the DHHS Public Housing Urban Renewal Program (PHRP). Both estates provide opportunities for increased density.

#### Levels of Change

Figure 9 identifies opportunities for increased residential density based on the issues and opportunities identified. The greatest opportunity for intensification is along Bell Street which is a wide road without a valued character and with good access to public transport, employment, shops and services.

The other main roads within the Study Area (Southern Road, Oriel Road, Waterdale Road and Outhwaite Road) also provide good opportunity for intensification given their width (building height to street width ratio), and accessibility to public transport and local activity centres. These will have sensitive treatment in response to neighbouring lower rise residential areas.

The Darebin Creek corridor provides an opportunity for more intense development to capitalise on the amenity of the creekside reserve and to contribute to more active open space that neighbouring residences can surveil. Redevelopment can also enhance access to the creek corridor.

The existing planning framework provides for incremental change in the remaining areas. Local parks similarly provide an opportunity for more modest intensification.

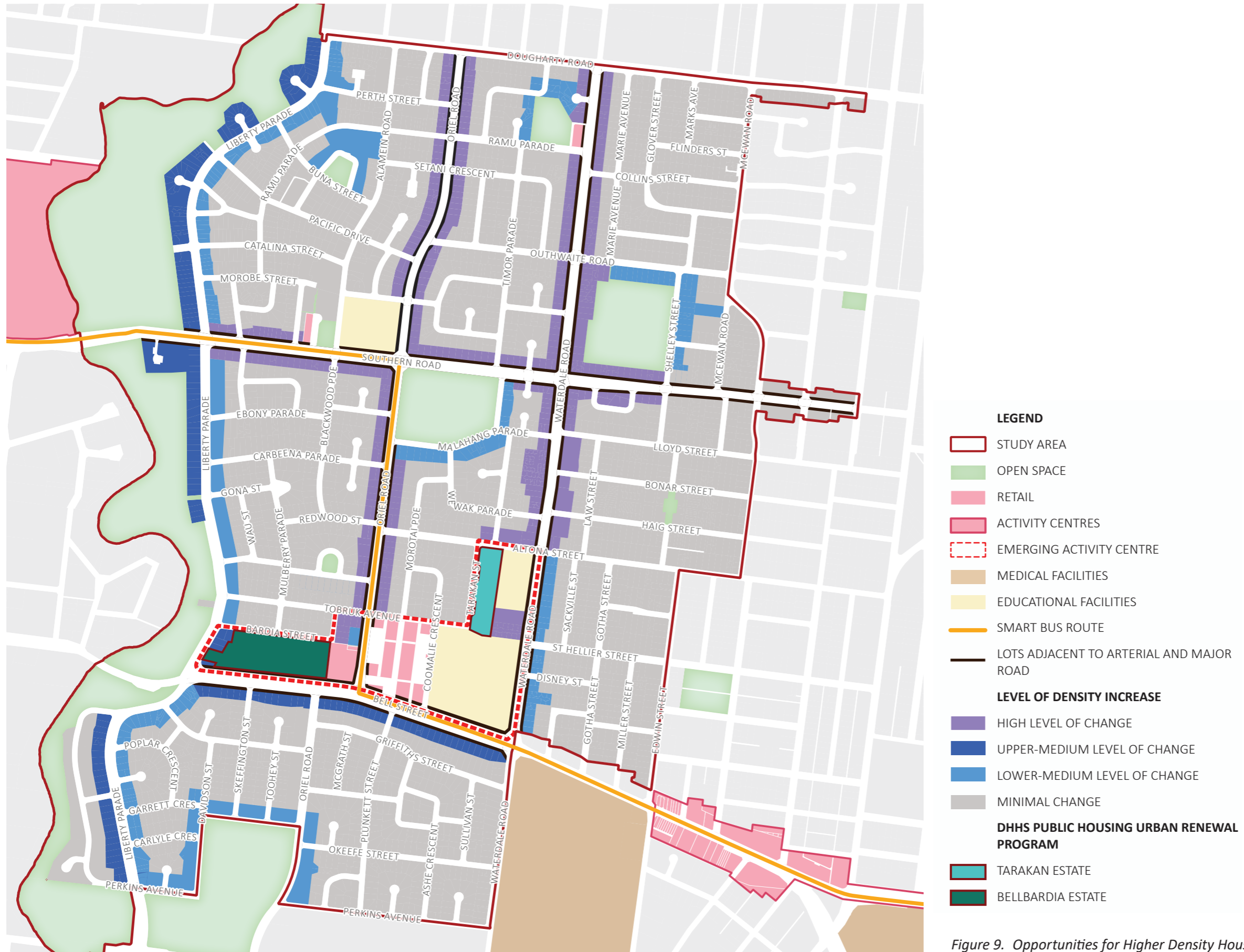


Figure 9. Opportunities for Higher Density Housing

# 4.0 Community Feedback

## 4.1 Summary of Consultation

The UDF has undergone an extensive consultation process in its preparation. These have been led by Capire Consultants with support from Council and DLA. The objectives of the consultation were:

- To understand the community's views regarding liveability and their aspirations for the future of Postcode 3081 to inform the UDF development;
- To inform the community about the UDF project and opportunities for their participation;
- To educate the community about the purpose of the UDF to appreciate the role Council and the community play in creating sustainable development in Postcode 3081;
- To seek feedback on the Draft UDF to inform its finalisation; and
- To create ownership of the UDF whereby community involvement informs its development.

To shape the UDF, Capire's engagement strategy involved stakeholder specific engagement tools to ensure as many people in the community as possible were able to partake in the consultation. The first stage of consultation included the following:

- A project website with project description, key dates and contact information;
- Pop-up and drop-in sessions to interview and survey community members so to understand local values and aspirations;
- Drop-in presentations to inform community members about changes in the local area; and
- A stakeholder workshop to share with key government stakeholders the community engagement findings and key elements of the project.

The second phase of consultation was undertaken from 9 October to 3 November 2017 and included:

- Notification to key stakeholders, groups and people on Council's mailing list;
- Information and ability to leave feedback on Shaping Banyule on Council's website;
- Notice in the local paper;
- Discussions with key community groups and others;
- Information made available at Council's customer service centres, the Harmony Centre and Banyule Community Health; and
- Postcards handed out to businesses at the Bell Street Mall, the Harmony Centre and Banyule Community Health to raise awareness of the project and opportunities for consultation.

In summary, Capire found that there is a strong desire for the following key points to be considered by the project team developing the UDF:

- Ensure Postcode 3081 is a safe place;
- Increase the number of trees and green spaces in Postcode 3081;
- Keep building heights in line with the existing Postcode 3081 character;
- Create guidelines to ensure future residential development enhances community spirit; and
- Consider the traffic and parking impacts of new residential development.

The UDF was implemented through a planning scheme amendment (Amendment C120).

The Amendment was exhibited to the local community between 23 August and 2 November 2018 with 50 submissions received.

Renotification of post-exhibition changes to the Amendment was provided to the community between 30 May and 14 June 2019 with an additional 5 submissions received, two of which were new submissions.

In total, there were 52 submissions to Amendment C120 for the Postcode 3081 UDF.

# 5.0 Housing Innovation and Affordability

## 5.1 Introduction

Providing affordable and high quality homes for local residents in sustainable locations is a key principle of the UDF. The UDF seeks to promote innovative forms of housing, particularly in terms of homes that are socially and environmentally sustainable.

### Co-housing

Co-housing models are becoming more common place in Australia and are already common place in parts of Europe and elsewhere globally. Co-housing is an community of dwellings, which is centred on a shared space. Each home has traditional amenities, such as its own kitchen, but often shares other amenities, such as laundry facilities. The intention of co-housing is to provide more affordable homes and create intentional communities.

Co-housing allows for privacy in each individual home, but also provides for a greater level of social interaction than is usually present in traditional housing developments. Residents can choose the amount they live communally, but most communities have regular meals together and share duties in terms of maintenance and food growing.

Co-housing schemes will also have a Common House, which is central to the development both physically and socially. Communal activities will take place there and it will include cooking and dining facilities for the whole community.

Banyule already has the most well-known co-housing community in Victoria, called Murundaka, a Wurundjeri word meaning 'a place to stay; to live'. Murundaka is a community of 20 households with a shared garden and communal areas for meals and socialising. They are also transitioning away from reliability on fossil fuels.

### Promotion

To recognise the more sustainable nature of co-housing, it is proposed to make those types of housing exempt from development contributions (see Section 10).

Many co-housing developments find it difficult to compete for sites against traditional developers. Traditional development models can expect to generate greater densities, and therefore greater value than co-housing can, and this allows them to outbid co-housing groups. Exemption from development contributions will help to 'level the playing field', allowing innovative, socially responsible developers to be more competitive when purchasing land for redevelopment.

Co-housing can also be encouraged by the planning system through on-site car parking reductions or waivers, reduced permit application fees and/or expedited planning permit processes.

Co-housing is not defined by the Planning Scheme and due to the variety in approach of co-housing developers, it is difficult to identify definitive elements which ensure only genuinely socially responsible groups can gain exemption from development contributions and it does not create a 'loophole' for other developers to exploit.

Council has prepared a definition of Co-housing Development which should include all of the following:

- At least six separate dwelling units and households;
- Independent self-contained living quarters with small kitchen or kitchenette, small living area, bathroom and storage;
- Fully operational communal kitchen and storage space to cater for all residents;
- Communal living area to seat all residents for social activities and dining;
- Communal waste collection and recycling facilities to service all residents;
- Communal outdoor space and separate undercover outdoor space that can be accessed by all on-site residents
- Communal toilet and bathroom facilities attached to shared spaces for all residents and visitors;
- End of trip, lockable bicycle storage and maintenance space for all residents;
- Shared car-parking space that is used and accessed by on-site residents; and
- Evidence of all doorway widths and fixtures that enable wheel-chair access to all dwellings and shared spaces.



Council has prepared guidance around what co-housing Development should include:

- A binding Maintenance Agreement between residents for their effective maintenance and use of all shared spaces;
- A binding Green Travel Plan between residents to encourage shared-car use, bike use and public transport use;
- Maintenance Agreement & Green Travel Plan attached to title and periodically reviewed by a legally constituted entity;
- Proposed Co-housing schemes will be assessed by Council against the definition outlined above to ensure they adequately address:
- Environmental sustainability – elements such as green infrastructure, on-site power generation, reduced private car ownership and use, community food growth, and passive environmental design;
- Social sustainability – elements such as shared community space, shared laundry facilities, well considered internal circulation, and optimisation of development size to improve community cohesion; and
- Financial sustainability – elements such as capped developer profits, pared down internal fit out, and affordable housing for residents.

Based on community consultation the following were suggested to be included:

- Providing opportunities for site amalgamation to effectively support 15-35 dwellings per community;
- Car-parking allowance is developed in collaboration with traffic consultants and residents to provide the minimum requirements;
- Industry partnerships that demonstrate active measures to include public, private and/or social housing into a co-housing community mix; and
- The legal entity, whether it be an Owners corporation, Company, or a Cooperative, that is established for ongoing management control, policies and fee settings, shall include owners and residents in determination of its operations.

Other innovative housing which delivers architectural design excellence and sustainability measures, such as those listed below may be granted a partial or full exemption from development contributions at the discretion of Council:

- Renewable energy systems, including small-scale local community energy infrastructure such as photovoltaics and batteries;
- Large scale water storage, treatment and solar heating systems for communal use;
- Passive design to eliminate the need for mechanical heating and cooling;
- Elimination of onsite fossil fuel use (including avoiding fossil gas);
- Green infrastructure, such as green roofs, walls, and façades, communal food growing space, shared laundry facilities;
- Electric vehicle charging points;
- Recycled, reclaimed, and sustainable building materials such as timber construction; and
- Sustainable travel planning and facilities to reduce private vehicle use and parking.

Co-housing groups are encouraged to engage with Council early in the planning phase of developments.

# 6.0 Community Infrastructure

## 6.1 Introduction

Council's strategic direction for social and community facilities and infrastructure is driven by the City Plan 2017-2021 directions for People, Place and Participation. The outcome of this is an overall direction that aims to protect and develop social and community facilities in a way that provides for future growth and renewal that is geared towards Banyule's most accessible places and priority places for renewal such as Postcode 3081, which is serviced by a Neighbourhood Activity Centre at the Bell Street Mall and a local convenience centre at Olympic Village.

The Council plan objectives are enabled by Council strategies and plans for: Arts and culture, open space and recreation, children and youth, older people and community facilities that contain a large number of actions to be implemented over the short-long term.

## 6.2 Community Services and Infrastructure

In June 2017, Council endorsed the joint CIP for the La Trobe National Employment and Innovation Cluster that provides a precinct level analysis about future community needs in the Postcode 3081 area. The Plan was prepared jointly with Council, the State Government, La Trobe University and Darebin Council.

Services identified as potentially required into the future include:

- long day child care facility/early years learning hub catering for the needs of public housing residents;
- a multi-purpose community centre incorporating community meeting spaces;
- a new consolidated home for adult education, a library and a seniors hub to support urban renewal, improved sporting pavilions and upgrades to provide for regional sport and a recreation hub;
- increasing the availability of local parks;
- development of arts and cultural facilities;
- aged care services;
- feasibility of further education facilities and expansion of community health services.
- Opportunities for gateway treatments along Bell Street that includes opportunities for public art and better access to open space and improved cycling and walking are also identified as future actions.

The Plan also identifies that the DHHS should be encouraged to prepare a masterplan of public housing estates in order to:

- Improve the quality of social housing stock and encourage appropriate mix of dwellings and tenures to meet different demographic requirements;
- Improve residential amenity including open space, pathway development and potential integration of community facilities.

## 6.3 Open Space

Council's strategic direction for open space is driven by the Public Open Space Plan 2016-2031, and further supported by the Banyule Bicycle Strategy 2010-2020 and Recreation Strategy 2013-2017.

The strategies give direction to improving important open space areas, such as Malahang Reserve in Heidelberg West to support neighbourhood renewal, and bicycle infrastructure that links Banyule to the rest of Melbourne along waterway corridors and the Principal Bicycle Network.

The Darebin Creek Corridor Masterplan identifies a number of improvements to better support community health and well-being, improve accessibility and perceptions of safety. These include improved signage and way finding measures to allow people to better access and utilise the creek corridor, development of new and improved park activity nodes and opening up access to the Creek from abutting residential land uses where opportunities arise.

# 7.0 Vision, Objectives and Strategies

## 7.1 Vision

The Vision for the future Postcode 3081 was formed through a collaborative process of workshops and discussion between Council, stakeholders and the community. The Vision Statement underpinning the UDF is as follows:

*“Postcode 3081 will be a model balanced community featuring innovative and affordable medium density housing. It will be known for its social cohesion and attractively treed streetscapes.”*

The UDF sets a plan for achieving the vision across the Study Area.

## 7.2 Design Objectives

Design Objectives for Postcode 3081 have been drawn from the key findings of the background analysis, community consultation and workshops with Council and other stakeholders.

They are supported by Urban Design Strategies and Guidelines which set out in detail how they can be met by the design of new development and its response to the public realm.

Objectives and Design Guidelines for future housing diversity areas can be found in Chapter 8.

The general design objectives for Postcode 3081 are:

- To encourage urban renewal whilst responding sensitively to existing and surrounding neighbourhoods.
- To encourage site consolidation to enable preferred scale and dwelling form outcomes and to improve housing diversity and facilitate high quality development.
- To support well designed co-housing and provide housing options for all residents' needs and lifestyles.
- To create a new high density and mid-rise built form identity along arterial and other main roads around centres and at interfaces with parks with treed landscapes.

- To ensure the scale and form of higher density housing complements the existing character.
- To respond to local natural attributes and landscape opportunities.
- To protect existing trees within the public realm.
- To ensure landscape design enhances the new character to be created and integrates the development into its surroundings.
- To establish a cohesive architectural character that responds to the natural creek environment and treed character of the suburb.
- To create an inviting, safe and vibrant public realm.
- To maintain good solar access to key pedestrian streets in addition to existing and proposed public open space.
- To ensure buildings are of a high quality design and construction that include the use of materials and colours of muted tones that blend in with the surrounding environment.
- To discourage the underdevelopment of land by not permitting dwellings or entrenching uses that are inconsistent with the preferred scale and dwelling form.
- To maintain the low-rise character building form, height and scale of the Hinterland areas.
- To deliver increased densities in locations that are supported by frequent public transport services.

### 7.3 Urban Design Strategies

The following overarching design strategies have been prepared to realise the Vision and Objectives by requiring:

- A green zone at the rear of lots to a depth of 5-6 metres to retain existing trees and maintain backyard character.
- A landscaped front setback of 3 metres to respond to the existing treed streetscape character.
- Breaks between built form to allow landscaping and amenity through side setbacks of a minimum of 2 metres.
- Highly modulated built form that responds to the existing domestic scale.
- A solid and consistent base (or street wall) responding to existing character.
- Upper levels to form a distinct lightweight element setback from the front, side and rear.
- Upper level side setbacks to increase with height, encouraging lot consolidation to allow for greater height in the centre of sites.
- Generous side setbacks adjacent to the creek corridor to create both physical and visual links to the creek.
- Taller built form along Bell Street to respond to its strategic importance and boulevard character.
- Consolidation of lots to facilitate higher quality development via increased setbacks, and more efficient use of land.

### 7.4 Components of Building Height

The building heights specified are provided in both storeys and metres. Building height in metres is calculated on 3.2m floor-to-floor heights. An additional 2 metres is provided to accommodate a semi-basement and other structural elements.

# 8.0 Future Diversity Areas

## 8.1 Future Diversity Areas

From the analysis undertaken as part of the preparation of the UDF, five future diversity areas have been identified. Each of these areas is envisaged to have a unique future diversity that is distinctive yet complementary of one another, whilst achieving affordable housing and innovation aspirations for the Study Area. Each future diversity area is described below.

### Area 1: Bell Street

The Bell Street Area consists of the residential frontage to Bell Street, including a one lot depth on the northern and southern sides, between Waterdale Road and Liberty Parade. The existing character within it is generally quite mixed. To the north of Bell Street between Liberty Parade and Bardia Street is the Bellbardia Estate owned by DHHS. This site generally consists of 2-3 storey walk-up block of flats interspersed with trees and gardens. To the east and west of the estate generally lies low-scale detached dwellings. Similarly on the south side of Bell Street lies low-scale detached dwellings.

Within this part of Bell Street, the road widens to 3 lanes travelling in each direction with a wide central median consisting of established trees. The road reserve of Bell Street is approximately 40 metres wide. Its width and boulevard character should be responded to by any future redevelopment within the Study Area and ensure the amenity of any residential hinterland to the south, fronting Bell Street, is managed.

### Area 2: Main Roads

There are several key north-south and east-west roads that function as the main arteries through the Study Area. These are Oriel, Southern and Waterdale Roads. The main roads have been identified as a primary opportunity for future redevelopment into higher density housing, primarily because they offer the best access to public transport. The Study Area is primarily serviced by buses, with Heidelberg Train Station the closest to the Study Area, located approximately 2km away. A Smart Bus route extends through the Study Area, travelling along Bell Street from the east, north along Oriel Road and west along Southern Road. There are also local bus services travelling along other main roads including Waterdale Road Southern Road and Oriel Road.

Another factor contributing to the opportunity for high density housing along main roads is their proximity to Activity Centres and services. Generally, the higher order Activity Centres, including the Bell Street Mall and Olympic Village are located on the main roads within the Study Area. The Main Roads also include frontages to larger open space areas within the Study Area. These invite opportunity for higher density housing with improved amenity from the open space frontage and contribute passive surveillance of the open space.

### Area 3: Creekside

The Study Area includes significant frontage to Darebin Creek. Banyule's Public Open Space Plan indicates that approximately 70% of the public open space in Banyule's West Precinct is located in the Darebin Creek Corridor. Much of it is either secluded or difficult to access due to it being hemmed in at the rear of either residential or industrial properties. Liberty Parade extends along the balance of the Darebin Creek frontage. In certain locations, lots back onto the creek, which can lead to perceptions of insecurity due to lack of passive surveillance. Creekside has been identified as an area of opportunity for higher density housing due to its access to open space and Darebin Creek. This asset could be more highly utilised through sensitive urban renewal along its edge and with opportunities for a more activated interface overlooking the creek environs, provided development is managed to maintain good quality drainage and creek health. The Area has been generally identified as lots fronting onto either Liberty Parade or Darebin Creek.

Creekside's future redevelopment should also be cognisant of the strategic planning work currently underway within the City of Darebin, as these projects propose connections across the creek, which will need to be considered as part of this project.

### Area 4: Local Park Interfaces

This UDF identifies lots surrounding smaller open spaces as Area 4: Local Park Interfaces. These areas have been identified as having medium to high density built form opportunities due to their interface with the local park. A balance must be struck between responding to the open space and density opportunities whilst ensuring the residential hinterland retains its character and amenity.

### Area 5: Hinterland

The Hinterland area will continue to maintain a low-rise character building form, height and scale that is respectful to adjoining areas which generally consists of a low scale detached residential character with generous landscaping in the private and public realm. The Hinterland Area has been identified to carry the least amount of change for the following reasons:

- Reduced access to public transport;
- Narrow residential road cross-sections; and
- Areas with a valued low-rise character that contributes to housing diversity.

The hinterland areas will remain within its current General Residential zoning. This will provide for a preferred future neighbourhood character that supports suburban renewal guided by Clauses 21.06, 22.02, 55 and VPO5. This will protect the majority of the Study Area from substantial change and maintain a diverse range of housing types.

## 8.2 Objectives and Guidelines

The Study Area comprises five Future Diversity Areas as outlined at Figure 10. Articulated in the following sections are Objectives and Design Guidelines for each Area. The Design Guidelines for each Study Area include built form heights, setbacks and landscape requirements along with specific design outcomes explained through plan form.



Figure 10. Future Diversity Areas

**Area 1: Bell Street**

**Design Objectives**

- To encourage development within the Bell Street Emerging Activity Centre.
- To encourage higher density mixed use development that responds to the boulevard character of Bell Street and its access to public transport, shops and services.
- To ensure that institutional development contributes positively to the public realm.
- To mark the entry to Postcode 3081.
- To improve the streetscape environment of Bell Street.
- To protect the amenity of adjacent residential properties.
- To provide equitable development opportunities for every property.
- To manage the built form character transition.

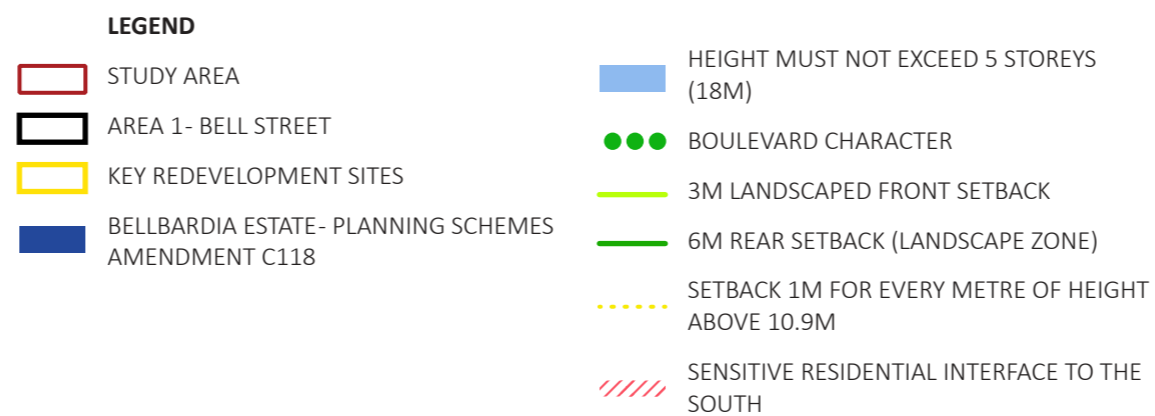
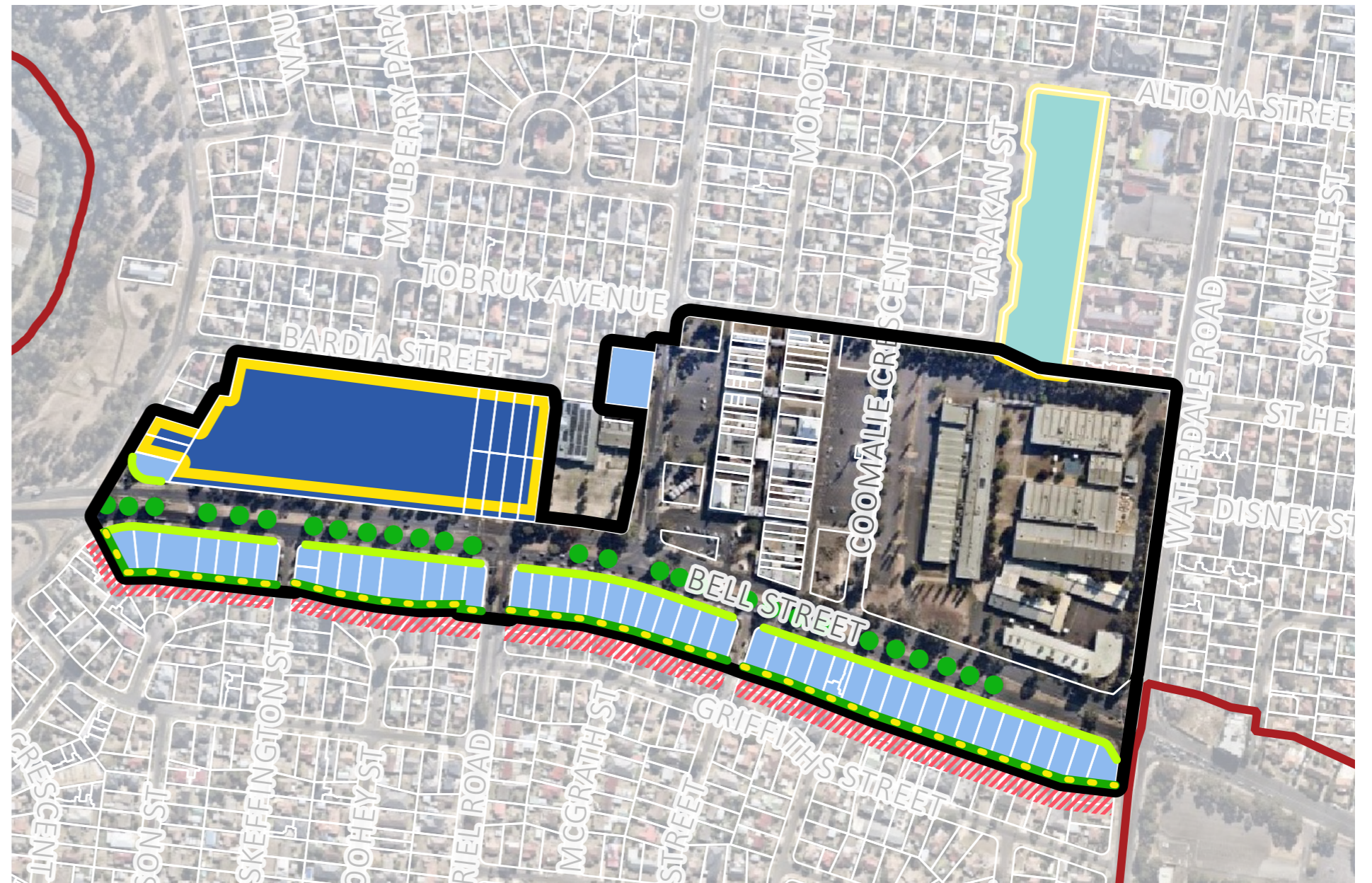


Figure 11. Area 1: Bell Street

## Design Guidelines

(These guidelines are designed to encourage consolidation of 2 or more lots to facilitate higher quality development and more efficient use of land).

1. Building heights must not exceed 5 storeys (18m).
2. Rear setbacks should be designed to manage visual bulk and overshadowing impacts to adjacent residential properties by:
  - applying a 6m rear landscaped setback; and
  - applying a 1m setback for every metre of height over 10.9m.
3. Development should incorporate a front setback of 3 metres.
4. Side setbacks should be designed to allow for the equitable development of the adjacent property by:
  - A setback of 4.5 metres from the common boundary; or
  - Providing a blank party wall.
5. Balconies may encroach into the upper level setbacks provided they are lightweight and discontinuous.
6. Rear loading and vehicle access other than from Bell Street should be considered and prioritised. Bell Street should only be used as a vehicle access point only if other alternatives are not feasible.
7. Building materials and colour palette should reflect the existing residential character through natural, non-reflective materials, such as brick and wood; as well as muted colours.

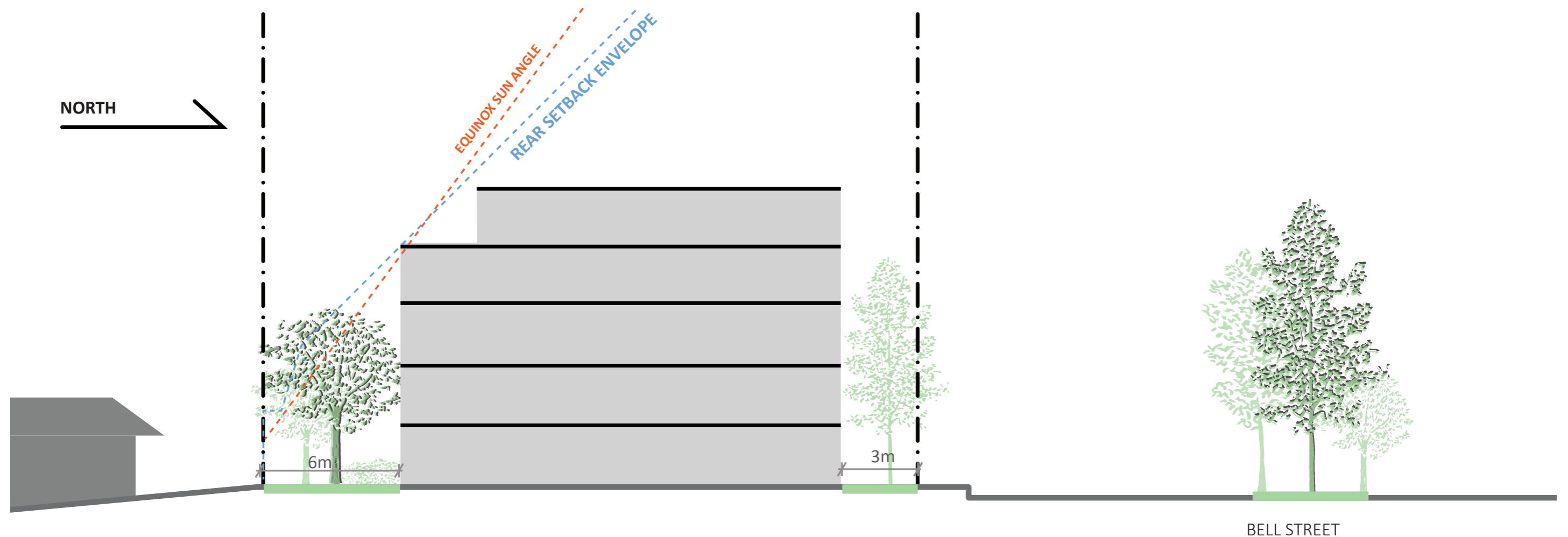
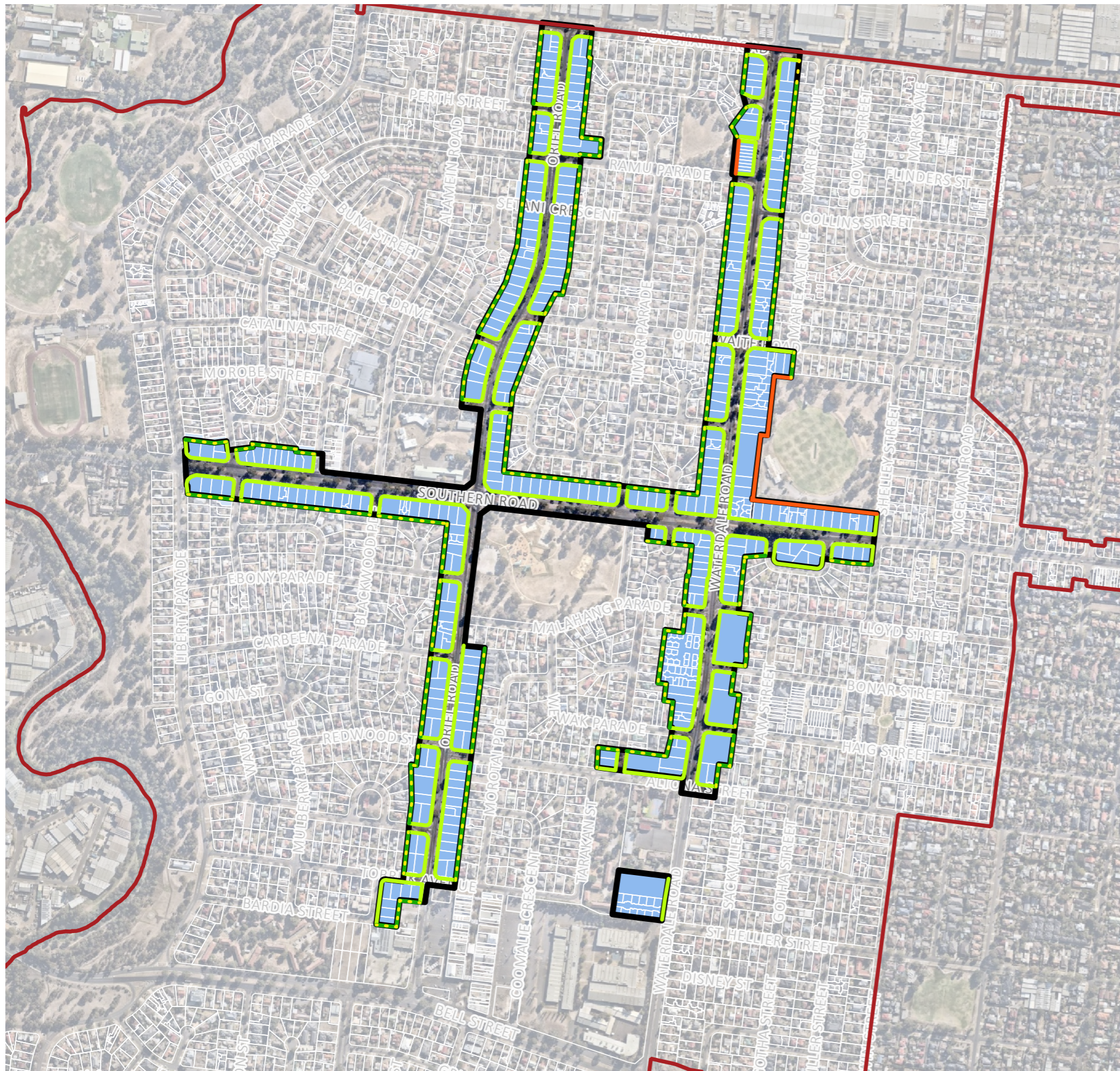


Figure 12. Section - Bell Street (Southern Side)





**Area 2: Main Roads**

**Design Objectives**

- To enhance legibility by increasing height along main roads.
- To maintain the landscape character of the area.
- To ensure that upper levels visually recede.
- To ensure development is designed to respond to the grain, rhythm and materiality of the existing character.
- To protect the amenity and backyard character of adjoining residential properties.
- To contribute to the safety, and protect the solar access of public open space.
- To manage the built form character transition.

**LEGEND**

	STUDY AREA
	AREA 2 - MAIN ROADS
	HEIGHT MUST NOT EXCEED 6 STOREYS (21.5M)
	4M LANDSCAPED FRONT SETBACK
	6M REAR SETBACK (LANDSCAPE ZONE)
	PROVIDE ACTIVE FRONTAGE, LOW FENCE AND 3M SETBACK TO PARK FRONTAGE
	SETBACK 1M FOR EVERY METRE OF HEIGHT ABOVE 10.9M

Figure 13. Area 2: Main Roads

## Design Guidelines

(These guidelines are designed to encourage consolidation of 2 or more lots to facilitate higher quality development and more efficient use of land).

1. Building heights must not exceed 6 storeys (21.5m) (6 storeys is only likely to be achieved with an amalgamation of 3 lots or more - see Figure 15).
2. Development should incorporate a minimum front setback of 4 metres to respond to the existing residential character and protect existing trees (and root protection zones) (see Figures 14 and 15).
3. Development should have a side setback of 2 metres to respond to the existing landscape character (see Figure 15).
4. Development should incorporate a rear landscaped setback of 6 metres including at least one large canopy tree per lot, except where the rear boundary abuts public open space.
5. Rear setbacks should be designed to manage visual bulk and overshadowing by setting back 1 metre for every metre of height above 10.9 metres.
6. Any part of the building above 3 storeys should be:
  - Setback at least 3 metres from the front building line, and a further 3 metres above 5 storeys;
  - Setback beyond a 45 degree plane from the sides of the level below; and
  - Have a lightweight appearance.
7. The architectural expression of the upper levels and base of the building should be complementary.
8. Balconies may encroach into the upper level setbacks provided they are lightweight and discontinuous.
9. Parking provided above ground should be hidden behind habitable accommodation out of view from the public realm.
10. Development on corner lots should front the Main Road.

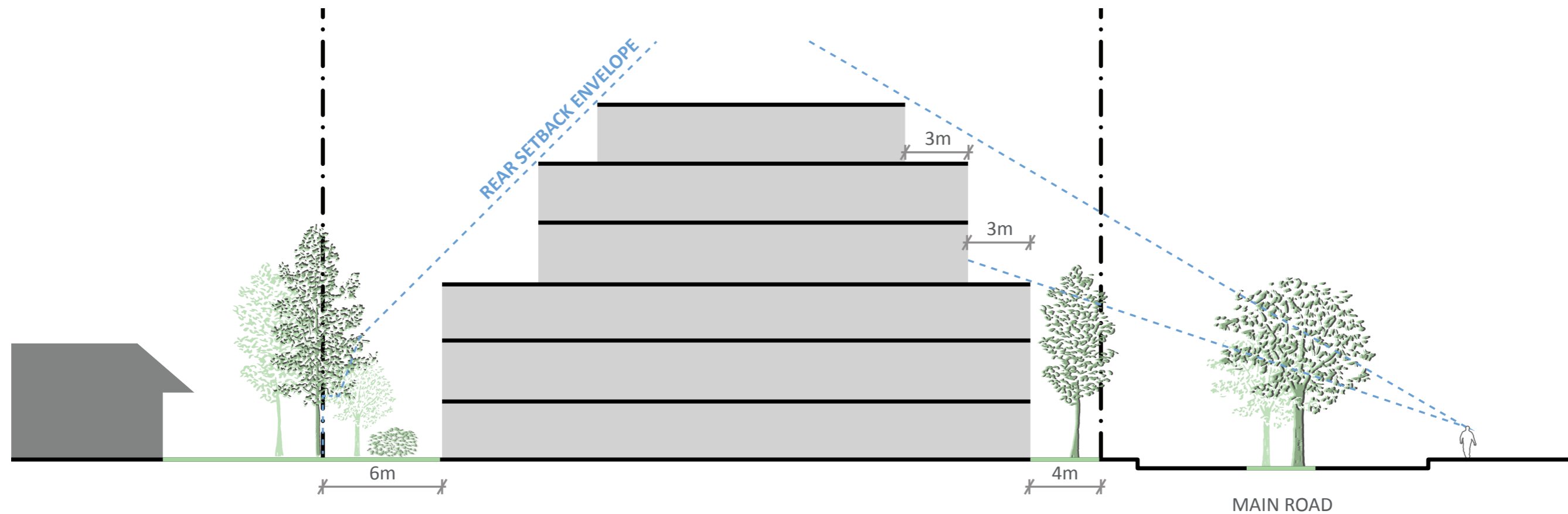


Figure 14. Section - Main Roads

11. Development on lots interfacing directly with a park should:

- Be designed to address the public open space to provide passive surveillance, and take advantage of views;
- Include a 3 metre setback from the common boundary with the park;
- Include a low to moderate height fence to clearly define the public realm while retaining the potential for visual interaction;
- Contribute to the cost of a public path in the open space adjacent to the lot boundary to clearly define the public and private realms; and
- Ensure that at least two-thirds of the public open space will continue to receive sunlight between 11am and 2pm during the winter solstice.

12. Street facades should be articulated to respond to the prevailing 'rhythm' of the neighbourhood character.

13. Building materials and colour palette should reflect the existing residential character through natural, non-reflective materials, such as brick and wood; as well as muted colours.

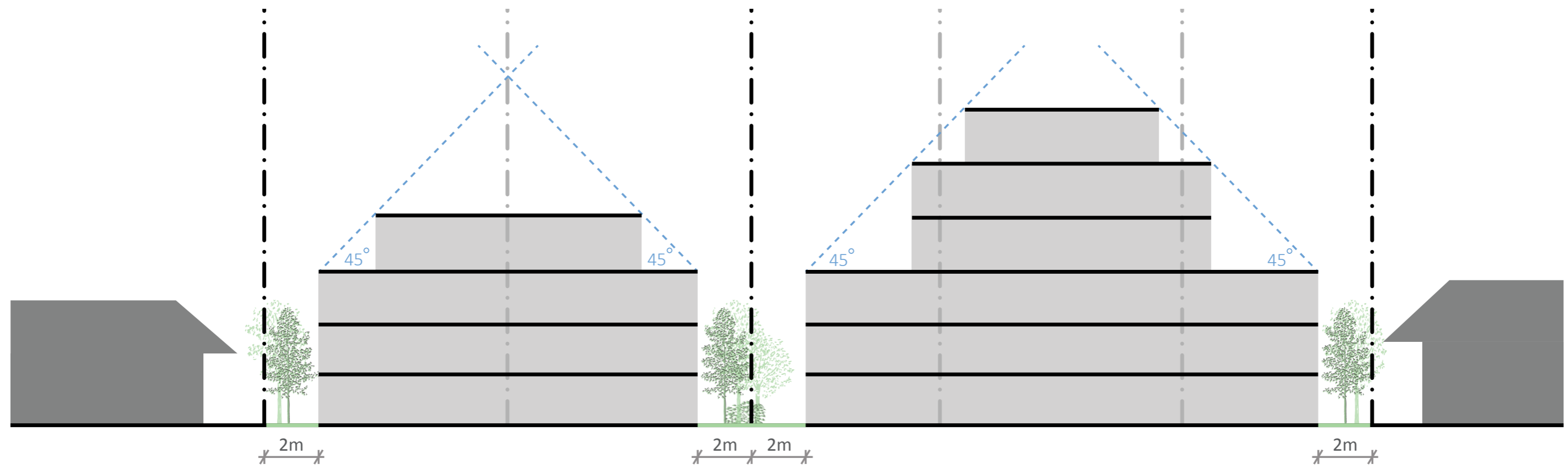
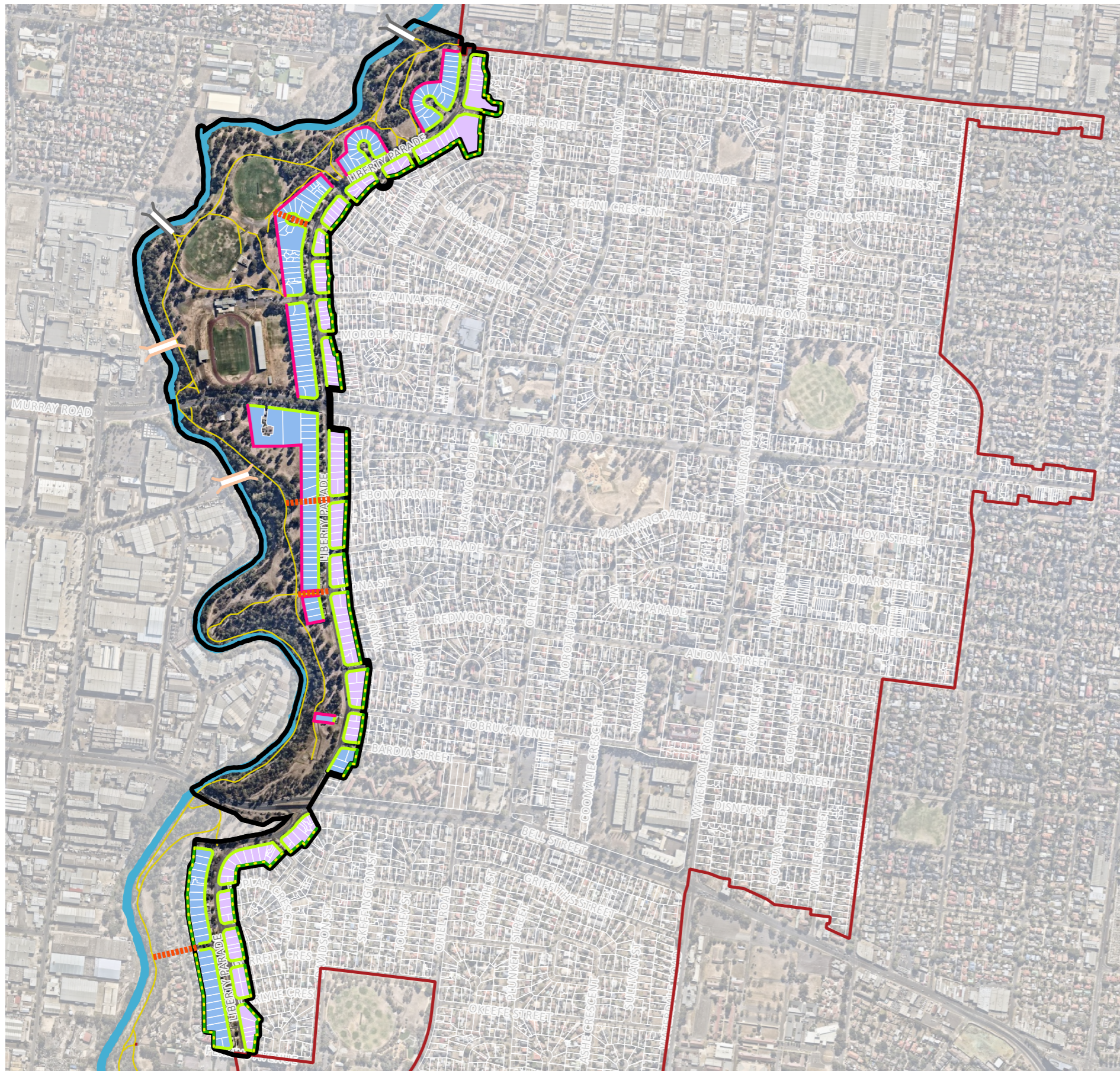


Figure 15. Front Elevation - Main Roads - sharing side setbacks for 2-lot & 3-lot sites



### Area 3: Creekside

#### Design Objectives

- To provide a safe and inviting creek environment.
- To improve pedestrian and cycle access to the creek corridor.
- To provide a visual link from the creek to the residential hinterland.
- To respond to the existing landscape character.
- To encourage increased density to activate the Creekside environment.
- To encourage the use of colours and materials that are responsive to the natural creek environment.
- To protect the amenity of adjoining residential properties.
- To manage the built form character transition.

#### LEGEND

- STUDY AREA
- AREA 3 - CREEKSIDE
- HEIGHT MUST NOT EXCEED 4 STOREYS (14.5M)
- HEIGHT MUST NOT EXCEED 5 STOREYS (18M)
- PROVIDE ACTIVE FRONTAGE, LOW FENCE AND 3M SETBACK TO PARK FRONTAGE
- 4M LANDSCAPED FRONT SETBACK
- 6M REAR SETBACK (LANDSCAPE ZONE)
- SETBACK 1M FOR EVERY METRE OF HEIGHT ABOVE 10.9M
- CREEK
- PREFERRED PEDESTRIAN LINKS
- PATH NETWORK IN CREEK RESERVE
- EXISTING BRIDGES
- PROPOSED BRIDGES

Figure 16. Area 3: Creekside

## Design Guidelines

(These guidelines are designed to encourage consolidation of 2 or more lots to facilitate higher quality development and more efficient use of land).

1. Building heights must not exceed 5 storeys (18m) on the western side of Liberty Parade and 4 storeys (14.5m) on the eastern side of Liberty Parade, except for land immediately south of Bardia St.
2. Any part of the building above 3 storeys should be:
  - Setback at least 3 metres from the front building line;
  - Setback beyond a 45 degree plane from the sides of the level below;
  - Have a lightweight appearance; and
  - Balconies may encroach into the upper level setbacks provided they are lightweight and discontinuous.
3. Development should incorporate a rear landscaped setback of 6 metres including at least one large canopy tree per lot, except where the rear boundary abuts public open space.
4. Rear setbacks should be designed to manage visual bulk and overshadowing by setting back 1 metre for every metre of height above 10.9 metres.
5. Development should incorporate a minimum front setback of 4 metres to respond to the existing residential character and protect existing trees (and root protection zones) (See Figure 17).
6. Development should have a side setback of at least 2 metres to respond to the existing landscape character.

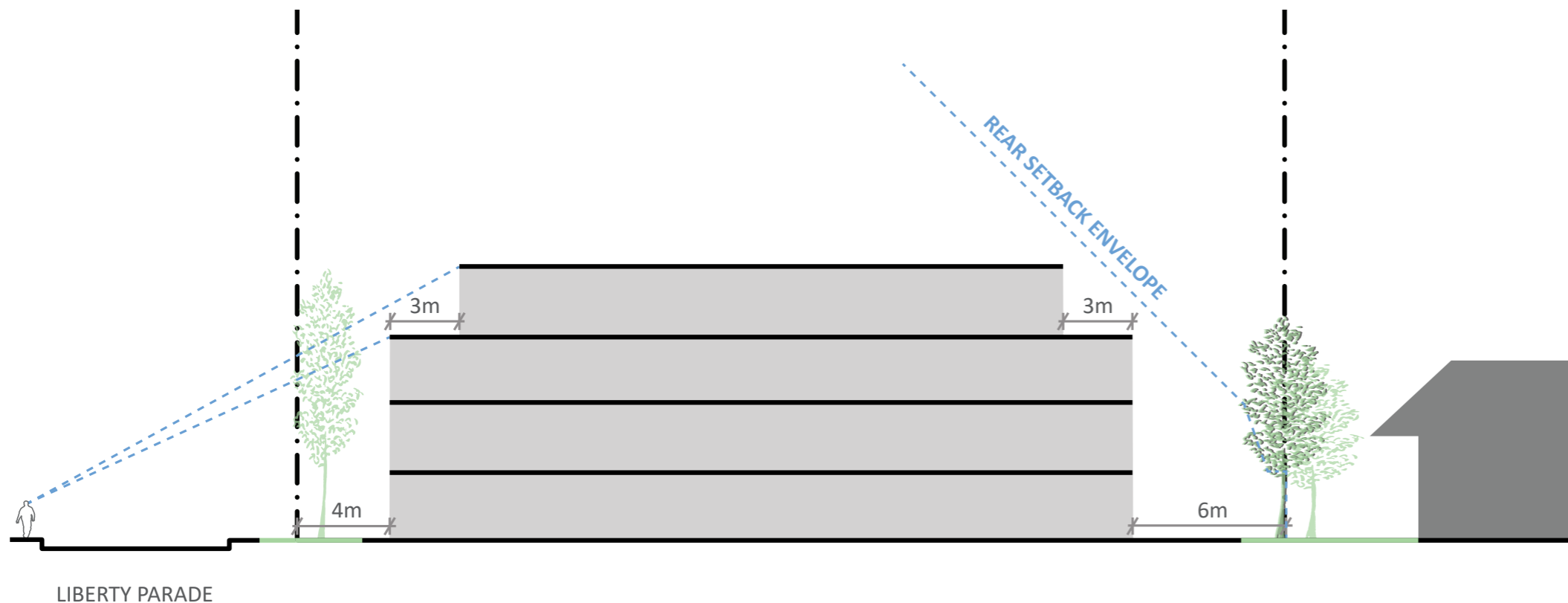


Figure 17. Creekside East: East-West Section (4 storeys)

7. Development on lots interfacing directly with the creek reserve should:

- Provide a 4 metre upper level setback above the street wall to the creek/open space.
- Include side setbacks that create visual and physical links to the creek as follows:
  - For a site comprising 2 consolidated lots (or more), provide side setbacks of 3 metres.
  - Include a publicly-accessible pedestrian and cycle link within one side setback unless a link already exists or is approved within 50 m of the site (see Figure 16 for indicative location of links from residential hinterland to Darebin Creek).
  - Pedestrian links must be designed to Council standards.
  - The edge of pedestrian links should be defined by low landscaping and permeable front fences and development should be designed to address them with entries, windows and balconies.

- Be designed to address the linear creek reserve with entries, windows and balconies.
- Include a 3 metre landscaped setback from the property boundary facing the creek.
- Incorporate a low, visually permeable fence to clearly define the public realm while retaining the potential for visual interaction.
- Contribute to the cost of a public path in Darebin Creek Reserve adjacent to the lot boundary to clearly define the public and private realms.

- 8. Building materials and colour palette should be responsive to the natural creekside character through natural, non-reflective materials, such as brick and wood; as well as muted colours.
- 9. Street facades should be articulated to respond to the prevailing 'rhythm' of buildings.
- 10. Natural external materials and muted colours are encouraged.

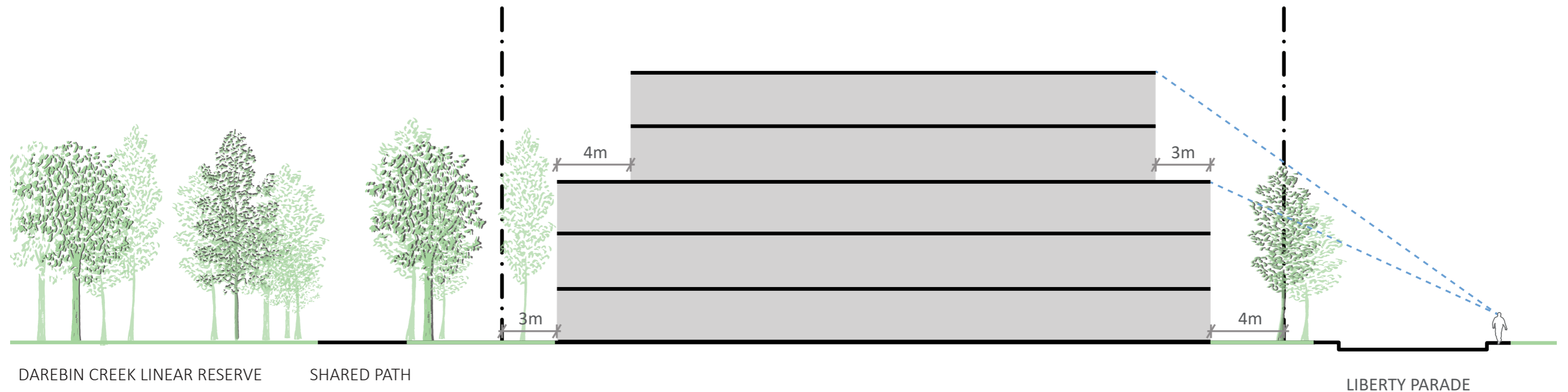


Figure 18. Creekside West: East-West Section (5 storeys)

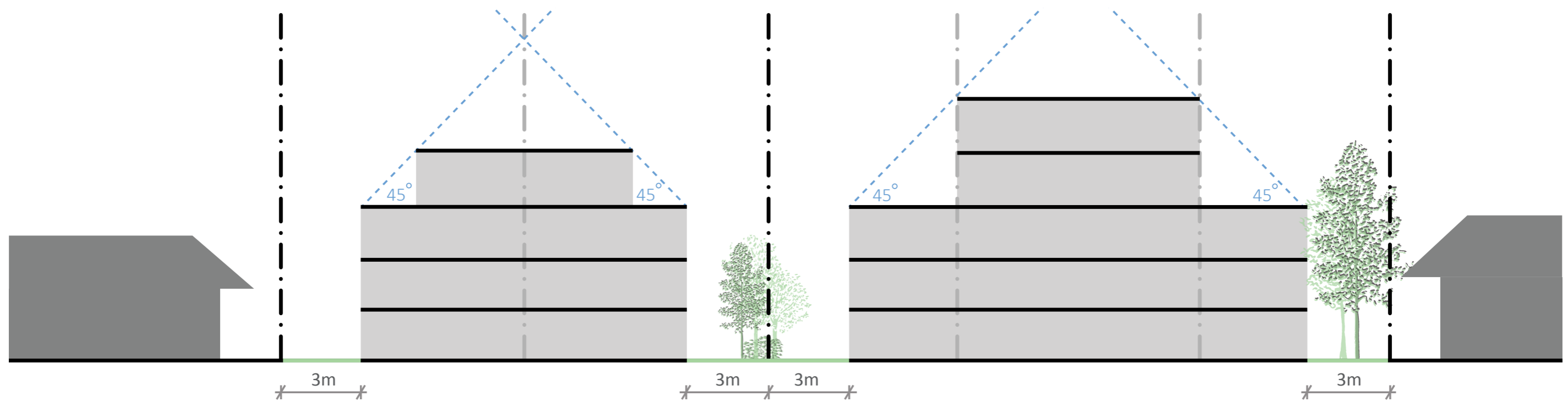
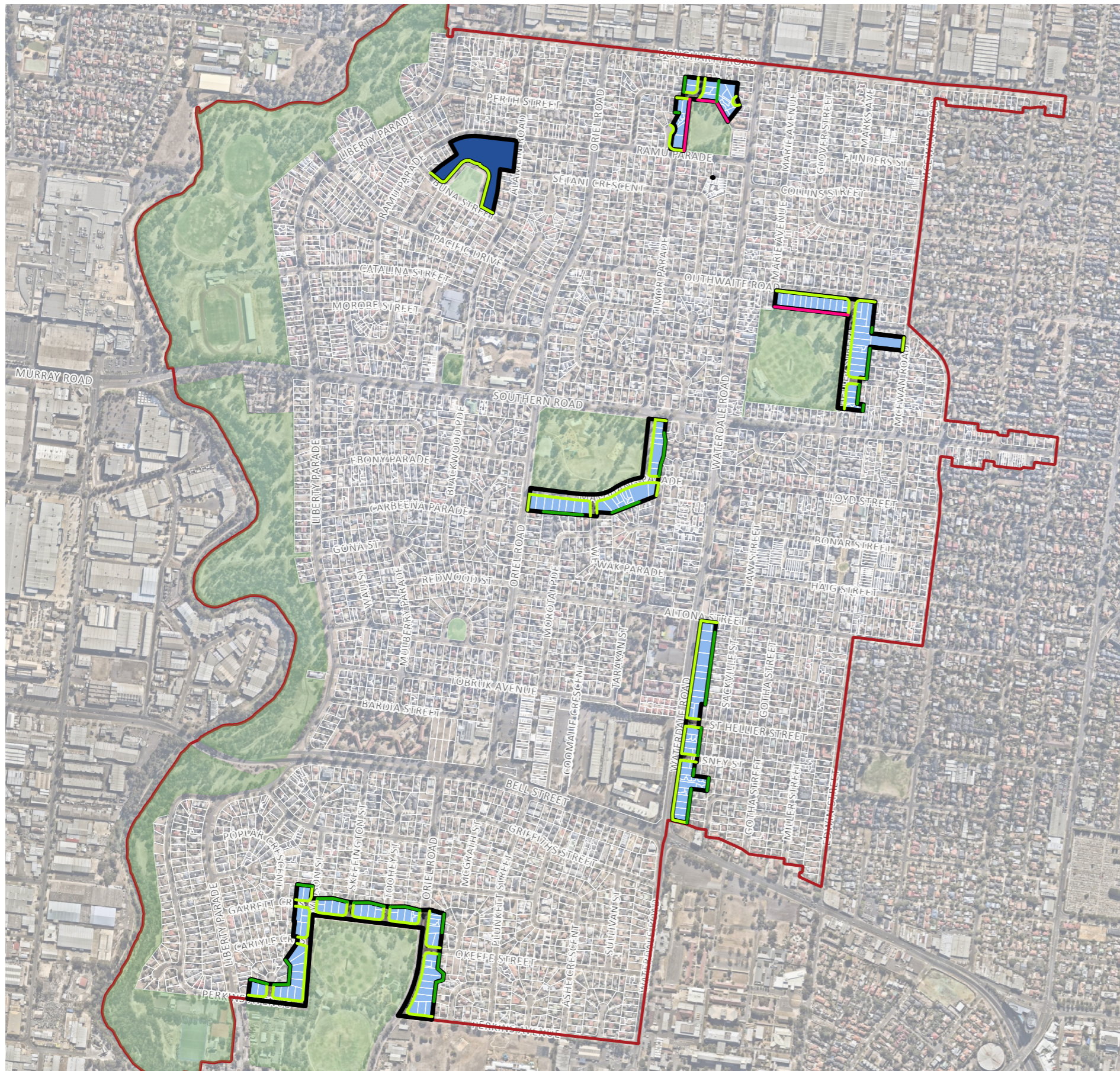


Figure 19. Front Elevation - Creekside - side setbacks for 2-lot & 3-lot consolidated sites (5 storeys)



**Area 4: Local Park Interface and Main Roads Hinterland Interfaces**

**Design Objectives**

- To provide safe and inviting parks.
- To protect and enhance the amenity of existing public open spaces.
- To protect the amenity of adjoining residential properties.
- To manage the built form character transition.
- To respond to the existing landscape character.



Figure 20. Area 4: Local Park and Main Roads Hinterland Interface



### Design Guidelines

1. Building heights must not exceed 5 storeys (18m) on land known as Buna Estate and 4 storeys (14.5m) across the balance of Area 4.
2. Development should incorporate a rear landscaped setback of 6 metres including at least one large canopy tree per lot, except where the rear boundary abuts public open space.
3. Rear setbacks should be designed to manage visual bulk and overshadowing by setting back 1 metre for every metre of height above 10.9 metres.
4. Development on lots interfacing directly with a park should:
  - Be designed to address the public open space with entries, balconies and windows;
  - Include a 3 metre rear setback from the property boundary facing the park;
  - Include a low and visually permeable fence to clearly define the public realm while retaining the potential for visual interaction;
  - Contribute to the cost of a public path in the open space adjacent to the lot boundary to clearly define the public and private realms; and
  - Ensure that at least two-thirds of the public open space will continue to receive sunlight between 11am and 2pm during the winter solstice.

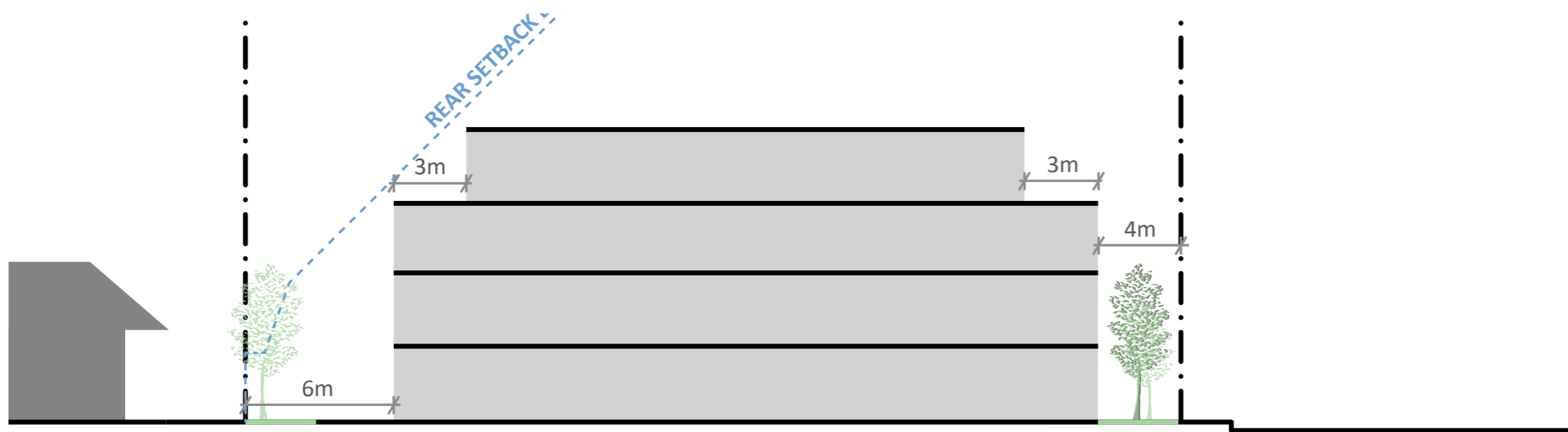


Figure 21. Section - Residential Interface

5. Development should incorporate a front setback of 4 metres to respond to the residential character and protect existing trees (and root protection zones) (see Figure 22).
6. Development should have a side setback of 2 metres to respond to the existing landscape character.
7. Any part of the building above 3 storeys should be:
  - Setback at least 3 metres from the front building line;
  - Setback beyond a 45 degree plane from the sides of the level below;
  - Have a lightweight appearance; and
  - Balconies may encroach into the upper level setbacks provided they are lightweight and discontinuous.
8. Street facades should be articulated to respond to the prevailing 'rhythm' of the neighbourhood character.
9. Building materials and colour palette should reflect the existing residential character through natural, non-reflective materials, such as brick and wood; as well as muted colours.

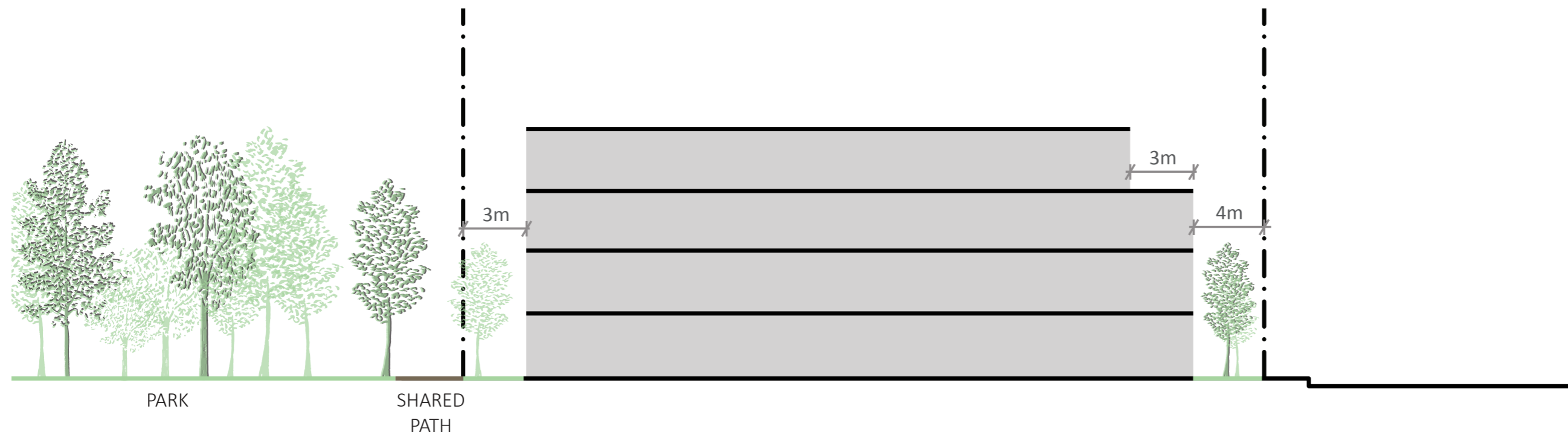


Figure 22. Section - Local Park Interface

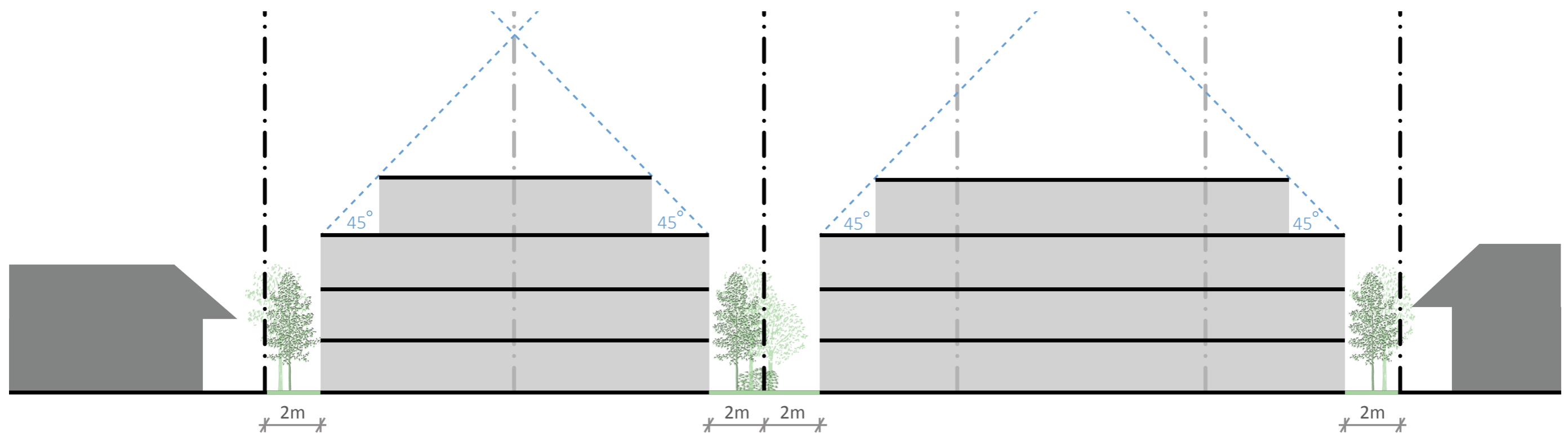


Figure 23. Front Elevation - Local Park Interface - side setbacks for 2-lot & 3-lot consolidated sites



**Area 5: Hinterland**

**Design Objectives**

- To maintain (or retain) zoning to accommodate incremental housing growth.
- To maintain the low-rise character building form, height and scale of the hinterland.
- To ensure development respects the existing character.
- To ensure development is designed to respond to the grain, rhythm and materiality of the existing dwellings.
- To respond to the existing landscape character.
- To protect the amenity of adjoining residential properties.

**LEGEND**

- STUDY AREA
- AREA 5 - HINTERLAND
- HEIGHT SHOULD NOT EXCEED 3 STOREYS
- 4M LANDSCAPED FRONT SETBACK
- SETBACK 1M FOR EVERY METRE OF HEIGHT ABOVE 10.9M
- GENERAL RESIDENTIAL ZONE SCHEDULE 1
- EDUCATIONAL AND COMMUNITY FACILITIES

Figure 24. Area 5: Hinterland

## Design Guidelines

1. To maintain the low-rise character building form, height and scale of the Hinterland areas.
2. Building heights should not exceed 3 storeys.
3. Development must comply with Clause 55 of the Planning Scheme with the following variations from Standard B6:
  - Walls of buildings should be set back from streets a minimum of 4 metres.
4. Buildings should be setback from a direct interface with residentially-zoned properties in accordance with Clause 55.04-1, Clauses 55.04-4 and 55.04-5.
5. Street facades should be articulated to respond to the prevailing 'rhythm' of the neighbourhood character.
6. Building materials and colour palette should reflect the existing residential character through natural, non-reflective materials, such as brick and wood; as well as muted colours.

## 9.0 Key Redevelopment Sites

As part of the process of preparing the UDF, analysis was undertaken to identify sites within the Study Area that may have greater redevelopment opportunities. These were chosen based on their land size, opportunity for consolidation, ownership clusters and accessibility.

Through this analysis, "catalyst" sites were identified, which group together pockets of DHHS ownership. The largest of these catalyst sites were determined to be Key Redevelopment Sites. These require separate site specific planning controls (such as a Development Plan Overlay) to be applied to manage their future redevelopment outcomes.

The following sites were identified as Key Redevelopment Sites:

- Bellbardia Estate;
- Tarakan Estate; and
- Buna Street Site.

Both Bellbardia and Tarakan Estates are proposed to be renewed. Planning Scheme Amendment C118 and C150 have recently been approved to rezone both sites and apply a Development Plan Overlay. DPO5 applies to Bellbardia Estate and DPO6 applies to Tarakan Estate.

The Buna Street Site will require the application of further planning controls as an action of this UDF. Further details on Buna Street Site's development potential is elaborated overleaf.

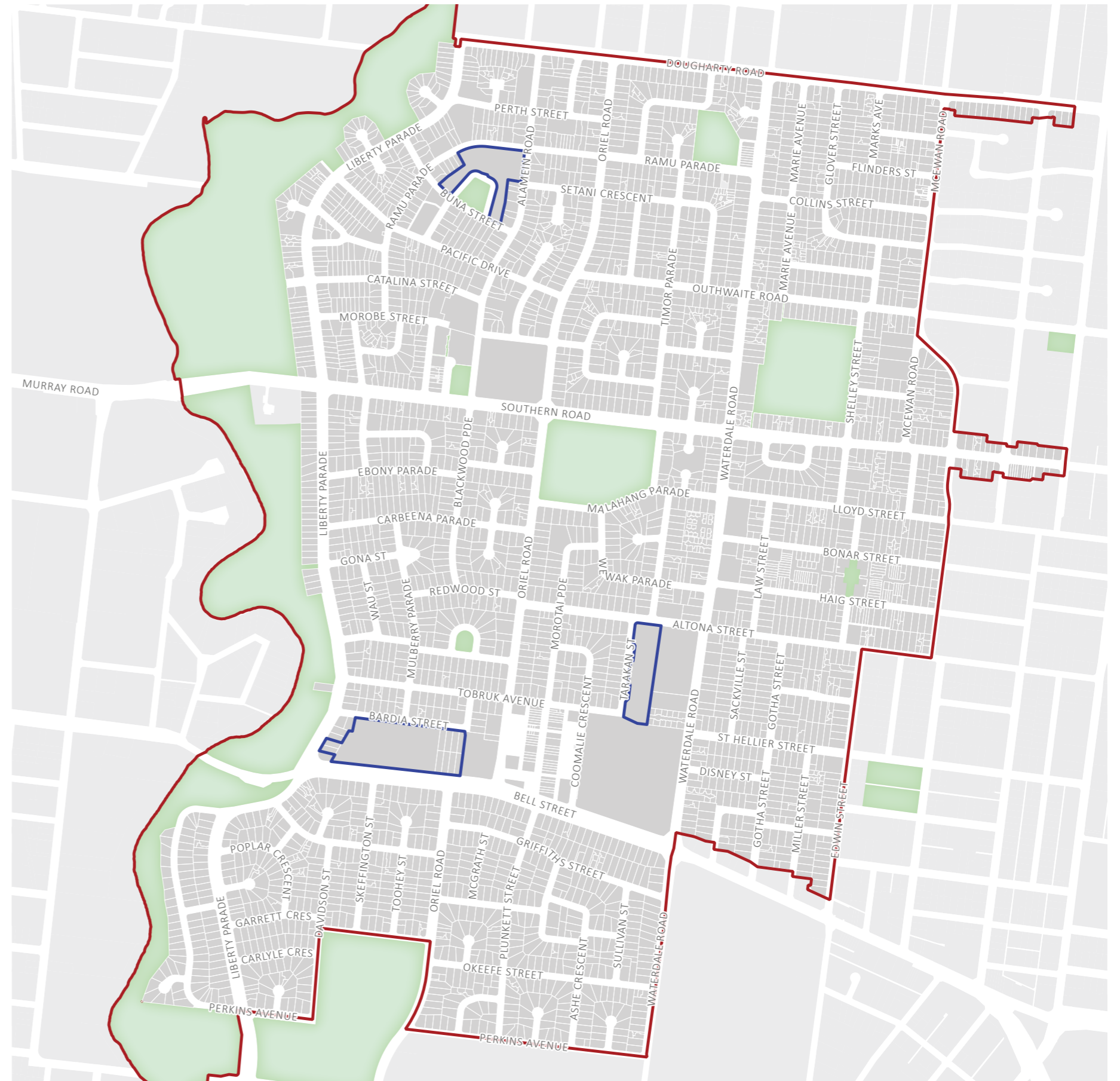


Figure 25. Key Redevelopment Sites

## 9.1 Buna Street Site

### Vision

In response to its local context, the Vision Statement for the Buna Street Site is as follows:

*"The Buna Street Site will be a medium density housing development that capitalises on its accessibility to Buna Street Reserve whilst respecting the surrounding neighbourhood and streetscape character."*

### Design Objectives

- To protect the amenity of adjoining residential properties.
- To enhance the sense of safety and security, especially around Buna Reserve.
- To respect the existing neighbourhood, landscape and streetscape character through the use of complementary built form and materials.
- To improve pedestrian accessibility to Buna Reserve from the surrounding neighbourhood.
- To respond to the existing landscape character.

### Design Guidelines

1. Building heights should not exceed 5 storeys.
2. To respond to the existing residential character (and root protection zones), development facing Buna Reserve and fronting Boyd Crescent should:
  - Be designed to address the public open space with entries, balconies and windows;
  - Include 3 metre setback from the property boundary; and
  - Include 4 storey street wall with 3 metre upper level setback.
3. To respond to the existing residential character (and root protection zones), development fronting Buna Street should:
  - Include 3 metre setback from the property boundary; and
  - Include 3 storey street wall with 4 metre upper level setback.
4. To respond to the existing residential character (and root protection zones), development fronting Ramu Parade and Alamein Road should:
  - Include 4 metre setback from the property boundary;
  - Include 3 storey street wall with 4 metre upper level setback; and
  - Include 20 metre setback from the property boundary above 4 storeys.
5. Development abutting the side of the lots facing Ramu Parade should:
  - Include 5 metre setback from the property boundary; and
  - Include 4 metre upper level setback above 3 storeys.
6. Development abutting the rear end of the lots facing Ramu Parade should:
  - Include 5 metre setback from the property boundary.
7. Development abutting the side of the lots facing Buna Street should:
  - Include 3 metre setback from the property boundary; and
  - Include 4 metre upper level setback above 3 storeys.
8. Encourage pedestrian connectivity from Ramu Parade and Alamein Road to Buna Reserve through the site.
9. Preserve existing trees and native vegetations whenever possible.
10. Building materials and colour palette should reflect the existing residential character through natural, non-reflective materials, such as brick and wood; as well as muted colours.



- LEGEND**
- SITE AREA
  - MAXIMUM HEIGHT OF 5 STOREYS
  - SURROUNDING LOTS
  - ↔ PEDESTRIAN CONNECTION TO BUNA RESERVE
- BUILDING SETBACK**
- 3M SETBACK
  - 4M SETBACK
  - SETBACKS IN ACCORDANCE WITH CLAUSE 55.04-1, 55.04-3, 55.04-4, 55.04-5 AND 55.04-6
- UPPER LEVEL SETBACK**
- 3M UPPER LEVEL SETBACK
  - 4M UPPER LEVEL SETBACK
- STREET WALL**
- 3 STOREY STREET WALL
  - 4 STOREY STREET WALL

Figure 26. Buna Estate Site Concept Plan



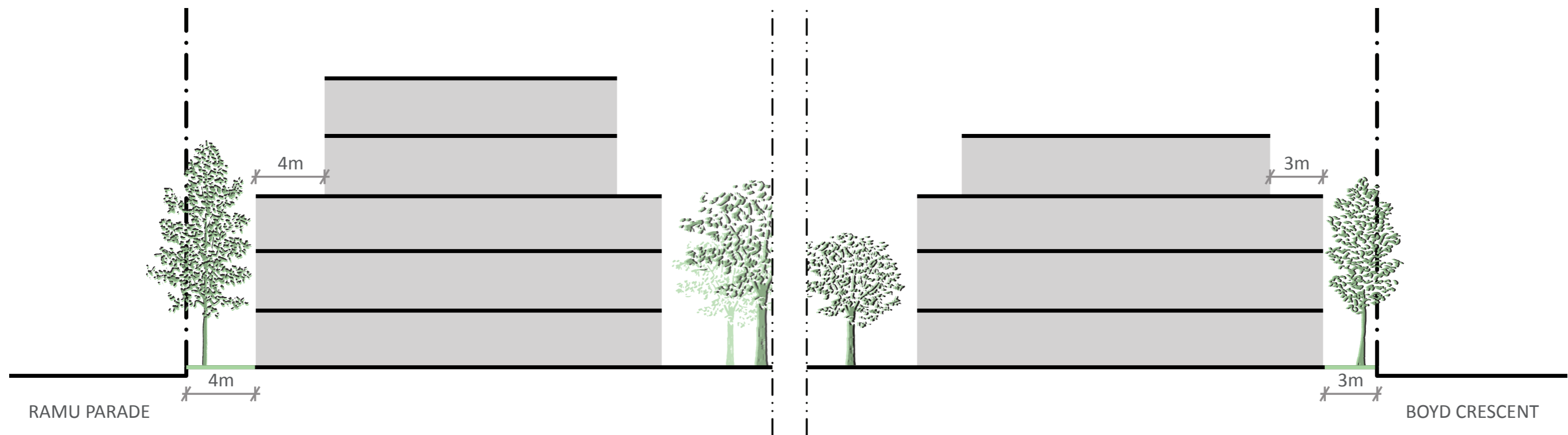


Figure 27. Buna Estate - Section

# 10.0 Implementation

The following implementation framework establishes an outline for:

- Planning Scheme Implementation;
- Development Contributions; and
- Further studies required.

This is then summarised overleaf in an Action Plan provided in table form.

## 10.1 Planning Scheme Implementation

A new set of planning controls will be required to facilitate and deliver on the Vision for Postcode 3081 as articulated in this UDF, along with amendments to the existing policy framework.

Amendments to the Planning Scheme will include:

### Application of a new Zone

Parts of the land identified for urban renewal fall within the GRZ1, which limits future development potential to 3 storeys. To enable the intensification specified within the future diversity areas, rezoning to Residential Growth Zone (RGZ) enables the desired intensity for development. The residential hinterland will remain in General Residential Zone (GRZ1).

### New Built Form Provisions

A new Design and Development Overlay schedule will be prepared for Future Character Areas 1 - 4 to guide new development. This respects preferred character, objectives and design requirements and addresses building heights, setbacks, landscaping, lot consolidation incentives and other design standards. This schedule will not address 'generic' good design matters such as building articulation and internal amenity to avoid duplication with other provisions of the Planning Scheme.

Three key redevelopment sites have been identified in the Study Area which include:

- Bellbardia Estate;
- Tarakan Estate; and
- Buna Street Redevelopment Site.

A Development Plan Overlay (DPO) schedule has been prepared for the Bellbardia and Tarakan Estates. A DPO is an appropriate tool for site specific guidance on the future development outcomes of the land. A DPO will be prepared to guide the Buna Street Redevelopment Site in accordance with the built form massing prepared at Section 9.0.

### Existing Overlays

IPO2 applies to the north western quadrant of the Study Area. It requires that all subdivision, buildings and works must generally be in accordance with the Olympic Village Local Structure Plan, dated 5 October 1995, and to the satisfaction of the Responsible Authority. The Olympic Village LSP provides a strategy for the redevelopment of Olympic Village, providing details on areas of housing, locations of community facilities, shopping, schools, and other land uses and facilities for the comprehensive redevelopment of the Subject Area. The intent and content of the Olympic Village LSP are outdated and redundant, therefore the removal of the IPO2 will be done as part of Amendment C114 for administrative errors.

VPO5 applies over the majority of the Study Area, excluding a few specific parcels. VPO5 refers to Banyule's vegetation and treed streetscapes as being one of the most valued characteristics that contribute to the City's neighbourhood character. In particular, the overlay refers to substantial trees located around existing dwellings, which help to enhance and add natural interest to these residential areas. Key objectives of the overlay include retaining and protecting existing trees, and promoting further planting to contribute to local identity and neighbourhood character. There is no need to amend the VPO.

### Local Planning Policy Framework

The LPPF within the Planning Scheme will require amendments to support the Vision outlined within this UDF. In particular, Clause 21.06 (Built Environment), Clause 21.08 (Local Places) and Clause 22.02 (Residential Neighbourhood Character Policy). Consideration should be given to retaining its recommendations over the residential hinterland to the south of Bell Street due to stronger existing character. Changes to policy in the future should also consider additional strategies and objectives regarding co-housing and innovative housing within Postcode 3081. Provision of a parking policy to assess parking waivers in the context of co-housing and impact of higher density developments encroaching on narrow streets should be considered.

## 10.2 Development Contributions

Planning controls will establish the basis for the private sector contributions that help fund infrastructure and open space. This is required by new development in Clause 45.06 - Development Contributions Overlay.

Based on the housing capacity analysis undertaken as part of the preparation of the UDF, it is expected that urban renewal could generate a yield of approximately 3,824 additional dwellings in the short term under a low development scenario (see Appendix A: Housing Capacity Analysis).

In order to ensure the UDF area is well served by social infrastructure, a development contribution, levied via the DCP, will be directed to community infrastructure within the Study Area.

Developments are proposed to be exempt from development contributions if they provide any or all of the following:

- Land developed for a non-government school or housing by or for the DHHS, as defined in Part 3 of the Ministerial Direction on Development Contributions Plans (11 October 2016) are exempt from the DCP.
- Land which has an existing section 173 under the Planning and Environment Act 1987 and/or Deed of Agreement, which requires the payment of a contributions levy and/or construction of community facilities and/or physical infrastructure, is also exempt from the DCP.
- Certain types of developments (renovations, alterations, demolition and construction of a replacement building, normal outbuildings, and reinstatement of a damaged building) are also exempt.
- Exemptions for co-housing and alternate development models that meet a minimum threshold as defined by the Responsible Authority.
- Other exemptions include minor changes to non-residential development of less than 50m<sup>2</sup> net change that meet a minimum threshold as defined by the Responsible Authority.

Council has submitted a Planning Scheme Amendment for the DCP to the Minister for approval.

## 10.3 Public Open Space Contribution

The schedule to Clause 53.01 of the Planning Scheme requires a flat rate of 5% from all commercial, residential and industrial subdivisions that create more than one additional, separately disposable, parcel of land. Ministerial exemptions are provided for public housing projects, or similar, under the DCPO.

## 10.4 Further Studies

Based on the potential increase in yield, further studies into additional community infrastructure will be required within the Study Area. As part of this, further investigation is required into streetscape and public open space upgrades. Priority will be given to pedestrian and cycle infrastructure; as well as other infrastructures that support public transport use, such as shelters at bus stops.

### Public Acquisition Overlay

The Public Acquisition Overlay may be applied to secure specific sites for public open space. This can only be undertaken once analysis is undertaken into the potential need for additional public open spaces based on future densities.

## 10.5 Action Plan

Theme	Action	Lead Unit	Stakeholder	Priority
Land Use Planning	<ul style="list-style-type: none"> <li>Prepare a Planning Scheme Amendment to implement the UDF into the Planning Scheme to enable future urban renewal.</li> <li>Monitor ongoing Planning Scheme Amendment that is with the Minister for Approval for the implementation of the city wide Development Contributions Plan into the Planning Scheme to guide contributions that land developers should make towards community infrastructure and facilities.</li> </ul>	Strategic Planning	DELWP	Short Term
Community Infrastructure	<ul style="list-style-type: none"> <li>Provide input into the Development Plan for the Bellbardia (DPO5) and Tarakan (DPO6) Public housing estate re-developments including the preparation of a Social Infrastructure Assessment to inform potential community facilities, programs and services that may be delivered on-site.</li> </ul>	Strategic Planning	DHHS	Short Term
	<ul style="list-style-type: none"> <li>Continue to implement the actions identified in the Joint CIP for the LaTrobe National Employment and Innovation Cluster for the provision of education, residential aged care, disability, health, community meeting spaces and arts and cultural facilities in the Study Area.</li> </ul>	Various Units	DHHS VPA Darebin Council	Various
Access and Movement	<ul style="list-style-type: none"> <li>Advocate to the State Government for additional services and facilities including public transport such as bus services in the short term, cycling corridors, and pedestrian paths within Postcode 3081 and the wider area in line with the expectations of the LaTrobe National Employment and Innovation Cluster objectives and planning frameworks.</li> </ul>	Engineering Services	Transport for Victoria Vic Roads PTV VicTrack	Ongoing
	<ul style="list-style-type: none"> <li>Actively engage and raise community awareness of transport mode choice and safety that includes promotion of Green Travel Plans.</li> </ul>	Engineering Services	Transport for Victoria VicRoads	Ongoing
	<ul style="list-style-type: none"> <li>Support and promote car sharing by promoting the use of car sharing schemes at the planning permit stage.</li> </ul>			
	<ul style="list-style-type: none"> <li>Improve pedestrian connections and ease of navigation, including way finding, high quality pedestrian links and priority at traffic signals at Bell Street and major roads in the study area.</li> </ul>			
<ul style="list-style-type: none"> <li>Use a wide range of parking management tools to manage parking demand.</li> </ul>				
Public Realm and Open Space	<ul style="list-style-type: none"> <li>Support the implementation of the State Government's Boulevard Strategy to improve tree canopies and amenity along all roads including arterials, and encourage additional landscape opportunities including in road reserves.</li> </ul>	Various units	DELWP	Medium term
	<ul style="list-style-type: none"> <li>Implement the Olympic Park Master Plan and associated upgrades.</li> </ul>			
	<ul style="list-style-type: none"> <li>Continue improvements to the Darebin Creek Trail and associated bridge structures.</li> </ul>			
	<ul style="list-style-type: none"> <li>Continue to implement the actions identified in the Joint CIP for the LaTrobe National Employment and Innovation Cluster for the provision of active open space improvements and upgrades, passive open space opportunities and indoor recreation, aquatic and leisure facility opportunities.</li> </ul>		Darebin Council	Medium term
	<ul style="list-style-type: none"> <li>Pursue Integrated Water Management opportunities emerging from the Joint CIP for the LaTrobe National Employment and Innovation Cluster.</li> </ul>	Environmental Sustainability	DELWP	Medium term
Affordable Housing	<ul style="list-style-type: none"> <li>Continue to advocate for the provision of affordable housing and co-housing opportunities in the Study Area.</li> </ul>	Strategic Planning	DELWP	Ongoing
		Youth and Family Services	DHHS	

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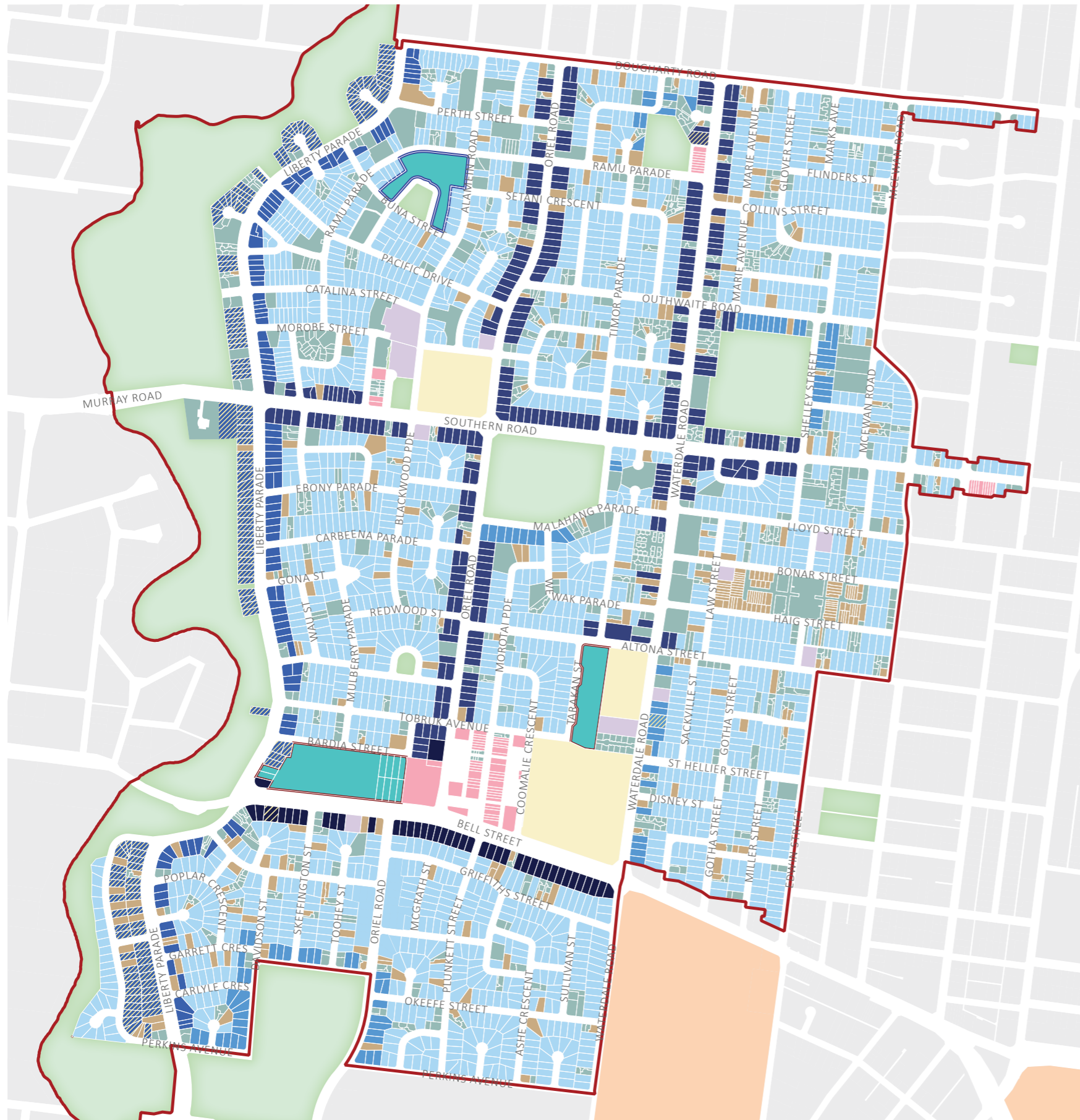


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# Appendix A: Housing Capacity Analysis





**LEGEND**

- STUDY AREA
- RECENT DEVELOPMENTS IN THE PAST FIVE YEARS
- SUBDIVIDED / STRATA TITLED LOT
- DHHS PUBLIC HOUSING RENEWAL PROGRAM
- DHHS STRATEGIC DEVELOPMENT SITE
- ACTIVITY CENTRES
- EDUCATIONAL FACILITIES
- MEDICAL CENTRE
- COMMUNITY FACILITIES

**LEVEL OF INTENSITY**

**AREA 1 - BELL STREET (UP TO 5 STOREYS)**

- TYPICAL LOT 1A (16x36M)
- TYPICAL LOT 1B (36x36M)

**AREA 2 - MAIN CONNECTOR ROADS (UP TO 6 STOREYS)**

- TYPICAL LOT 2A (16x38M)
- TYPICAL LOT 2B (30x36M)

**AREA 3A - CREEKSIDE LOCAL ROADS (UP TO 4 STOREYS)**

- TYPICAL LOT 3A (12x45M)

**AREA 3B - CREEKSIDE LOCAL ROADS (UP TO 5 STOREYS)**

- TYPICAL LOT 3B (12x45M)

**AREA 4 - LOCAL PARK AND MAIN ROADS HINTERLAND INTERFACES (UP TO 4 STOREYS)**

- TYPICAL LOT 4A (16x38M)
- TYPICAL LOT 4B (30x36M)

**AREA 5 - HINTERLAND (UP TO 3 STOREYS)**

- TYPICAL LOT 5A (16x35M)

Figure 28. Housing Capacity Analysis



Level of Intensity Area	No. of Lots	No. of Amalgamated Lots	Typical No. of Dwelling per Site	Yield	Uplift
<b>Area 1 - Bell Street (Up to 5 Storeys)</b>					
Typical lot 1a (16x36m)	42	2	28	588	546
Typical lot 1b (36x36m)	1	1	28	28	27
<b>TOTAL</b>	<b>43</b>		<b>56</b>	<b>616</b>	<b>573</b>
<b>Area 2 - Main Roads (Up to 6 Storeys)</b>					
Typical lot 2a (16x38m)	280	2	26	3,640	3,360
Typical lot 2b (30x36m)	1	1	26	26	25
<b>TOTAL</b>	<b>281</b>		<b>52</b>	<b>3,666</b>	<b>3,385</b>
<b>Area 3 - Creekside (Up to 4 Storeys)</b>					
Typical lot 3a (12x45m)	107	2	24	1,284	1,177
<b>TOTAL</b>	<b>107</b>		<b>24</b>	<b>1,284</b>	<b>1,177</b>
<b>Area 3 - Creekside (Up to 5 Storeys)</b>					
Typical lot 3b (12x45m)	135	3	26	1,170	1,035
<b>TOTAL</b>	<b>135</b>		<b>26</b>	<b>1,170</b>	<b>1,035</b>
<b>Area 4 - Local Park and Main Roads Hinterland Interfaces (Up to 4 Storeys)</b>					
Typical lot 4a (16x38m)	92	2	28	1,288	1,196
Typical lot 4b (30x36m)	1	1	28	28	27
<b>TOTAL</b>	<b>92</b>		<b>28</b>	<b>1,288</b>	<b>1,196</b>
<b>Area 5 - Hinterland (Up to 3 Storeys)</b>					
Typical lot 5a (16x35m) - Apartment	775	2	21	8,140	7,364
Typical lot 5a (16x35m) - Townhouse	1,163	2	5	2,907	1,744
<b>TOTAL</b>	<b>1,938</b>		<b>26</b>	<b>11,047</b>	<b>9,109</b>
<b>Buna Street Site</b>				<b>481</b>	
<b>TOTAL (100% TAKE-UP)</b>	<b>2489</b>		<b>188</b>	<b>18,268</b>	<b>15,298</b>
<b>SHORT TERM (25% TAKE-UP)</b>	<b>622.25</b>		<b>47</b>	<b>4,567</b>	<b>3,824</b>
<b>MEDIUM TERM (50% TAKE-UP)</b>	<b>1244.5</b>		<b>94</b>	<b>9,134</b>	<b>7,649</b>
<b>LONG TERM (75% TAKE-UP)</b>	<b>1,867</b>		<b>141</b>	<b>13,701</b>	<b>11,473</b>

\*One typical lot 1b equals 2 typical lot 1a

\*One typical lot 2b equals 2 typical lot 2a

\*One typical lot 4b equals 2 typical lot 4a

This capacity analysis summarises the potential supply of additional housing within the Study Area and is based on the forms of development proposed by Future Character Areas. It indicates that the Study Area has the potential to supply up to an additional 15,298 dwellings. The rate at which this capacity is taken up will be determined by demand for housing in this location. This can be encouraged by public realm and infrastructure improvements.

