

# APPENDICES

---

## Appendices

Appendix 1	State and Local Planning Policy.....	A1
Appendix 2	Preston Market Incorporated Document - Framework Plan and Building Height Map .....	A7
Appendix 3	Comparable Development Analysis .....	A8
Appendix 4	Walkscore and Transit Score .....	A18
Appendix 5	Planning Best Practice and emerging trends .....	A19
Appendix 6	Preston Activity Centre Residential Development – ID Forecasts.....	A25
Appendix 7	Strategic Opportunity Sites in Preston (Darebin Housing Strategy 2013 (updated 2015)).....	A26
Appendix 8	Identification and analysis of Strategic Opportunity Sites.....	A28
Appendix 9	Recent ‘sold’ and current ‘for sale’ dwellings by size(sq m) .....	A32

## Appendix 1 State and Local Planning Policy

The following provides extracts of key relevant policies from within Darebin Planning Scheme.

### 1.1 Strategic Planning Directions

#### 1.1.1 State Planning Policy

**Clause 11 Settlement** directs 'Planning is to facilitate sustainable development that takes full advantage of existing settlement patterns and investment in transport, utility, social, community and commercial infrastructure and services'.

**11.01-1S Victoria** directs 'Plan for development and investment opportunities along existing and planned transport infrastructure'

**11.01-1R Settlement – Metropolitan Melbourne** directs 'Focus investment and growth in places of state significance, including:... Metropolitan Activity Centres.'

**11.03-1S Activity centres** includes the Objective: 'to encourage the concentration of major retail, residential, commercial, administrative, entertainment and cultural developments into activity centres that are highly accessible to the community'.

#### 1.1.2 Local Planning Policy

Clause 21.01-5 Strategic Vision – Activity Centres

**Clause 21.01-6** Contains the Strategic Framework Plan. Key strategic directions include:

- Enhanced network of activity centres, with preferred economic and land use roles;
- Areas identified as strategic locations to maximise opportunities for 'urban intensification' through higher density building forms accommodating a range of residential and commercial uses'.

For Activity Centres, it directs:

- A key element in the future development vision for Darebin as places for urban intensification, taking advantage of capacity for development, existing facilities, access to employment and public transport services.
- Consolidation of higher density residential uses in and around activity centres, at a scale appropriate to its role and physical context, is encouraged to support retail and commercial uses and provide a diversity of housing to meet community needs.
- Structure plans provide detailed directions for land use and development for Darebin's larger activity centres, and are implemented in this Planning Scheme through various zone, overlay and local policy controls.

In relation to the Vision for Preston Central, Clause 21.01-6 notes

- [Preston Central is] One of largest 'traditional, multi-dimensional' activity centres in northern Melbourne and a major focus for business, shopping, community, culture and recreation. Land use and development is guided by the Preston Central Structure Plan.
- Activities that maintain the regional significance of Preston Central and take advantage of opportunities for retail and residential activities in the centre at greater scale and intensity are encouraged.

**Clause 21.03 Housing also supports Clause 11.** It establishes a framework for change, identifying Minimal, Moderate and Substantial **Housing Change Areas**. Preston Central is identified as an area of 'highest priority' for residential growth in Darebin

Preston Market is located within a **Substantial Change Areas** described as:

- Residential, commercial and designated activity centres that have the capacity to accommodate substantial residential development over time. Substantial Change Areas will support increased residential densities and increased housing diversity. It is expected that the character of these areas will change substantially in the future.
- Substantial Change Areas generally display one or more of the following characteristics...

- Are within or immediately adjacent to activity centres that possess superior access to the Principal Public Transport Network.
- Are generally within 400 metres of a train station or tram route.

Clause 21.03 also identifies Strategic Opportunity Sites

- Strategic Opportunity Sites are sites that possess the following characteristics that make them suitable for residential and/or mixed use redevelopment at increased densities:
  - Over 1000sqm in lot size
  - In a zone that permits residential use
  - Not constrained by a Heritage Overlay and/or Minimal Housing Change Area
  - Displaying one or more of the more of the following favourable locational criteria:
    - within 500 metres of train station
    - within 400 metres of tram route
    - fronting a strategic corridor (High St, Bell St, Plenty Rd, St Georges Rd)
    - within a designated activity centre.

Strategic opportunity sites are not indicated on the framework plan. An indicative list of sites is provided in the *Darebin Housing Strategy 2013 (Revised 2015)*.

## 1.2 Urban Design and Built form

### 1.2.1 State Planning Policy

**15.01-1S Urban design** includes the Objective: 'To create urban environments that are safe, healthy, functional and enjoyable and that contribute to a sense of place and cultural identity.'

**15.01-1R Urban design - Metropolitan Melbourne** includes the Objective: 'To create a distinctive and liveable city with quality design and amenity. With a

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

**15.01-2S Building design** includes the Objective: 'To achieve building design outcomes that contribute positively to the local context and enhance the public realm with a strategy to Ensure development responds and contributes to the strategic and cultural context of its location.'

### 1.2.2 Local Planning Policy

Clause 22.06 Multi-residential and mixed use development policy supports Clause 15.01

This policy applies to:

- multi-dwelling apartment development
- mixed-use development which includes a residential use

Objectives include:

- To facilitate residential and mixed use development which promotes housing choice, displays a high standard of urban design, limits off-site amenity impacts, and provides appropriate on-site amenity for residents.
- To facilitate development that demonstrates the application of environmentally sustainable design principles.
- To facilitate a high quality street edge that relates to the public realm.
- To encourage efficient design outcomes that consider the development potential of adjoining sites.
- To encourage the consolidation of lots to facilitate better design and amenity outcomes for higher density development in locations where substantial housing change is directed.

It includes policy guidance for urban design elements including sustainability, design and materials, building height, dwelling diversity, parking and vehicle access, street address, amenity impacts, onsite amenity and facilities, waste management, and equitable access.

## 1.3 Housing provision and density

### 1.3.1 State Planning Policy

**16 Housing** directs that 'Planning should ensure the long term sustainability of new housing, including access to services, walkability to activity centres, public transport, schools and open space' and 'Planning for housing should include the provision of land for affordable housing'

**16.01-1S Integrated housing** includes the Objective 'To promote a housing market that meets community needs. This is supported by a Strategy to: 'Increase the supply of housing in existing urban areas by facilitating increased housing yield in appropriate locations, including under-utilised urban land'

**16.01-1R Integrated housing - Metropolitan Melbourne** is supported by a Strategy to: 'Provide certainty about the scale of growth by prescribing appropriate height and site coverage provisions for different areas.

16.01-2R Housing opportunity areas - Metropolitan Melbourne is supported by a Strategies to: '

- Identify areas that offer opportunities for more medium and high density housing near employment and transport in Metropolitan Melbourne'
- 'Manage the supply of new housing to meet population growth and create a sustainable city by developing housing and mixed use development opportunities in locations that are
  - Metropolitan activity centres and major activity centres
  - Areas near existing and proposed railway stations that can support transit-oriented development.
- Facilitate increased housing in established areas to create a city of 20 minute neighbourhoods close to existing services, jobs and public transport.
- Direct new housing to areas with appropriate infrastructure.

### 1.3.2 Local Planning Policy

Clause 21.03 Housing supports Clause 16.

**Objective 1 – Housing Provision** is 'To facilitate housing development that has an appropriate scale and intensity in locations across the municipality.'

This is supported by Strategies to:

- Encourage housing:
  - In **Substantial Housing Change Areas**, encourage a variety of housing typologies at increased densities and to discourage underdevelopment, with the scale of development appropriate to precinct characteristics and context as identified by a structure plan or adopted policy of Council, and generally in accordance with the hierarchy of residential growth identified at Clause 21.03-1
  - On **Strategic Opportunity Sites**, encourage housing development at increased densities and discourage underdevelopment, with the scale and style of development responsive to location and context.

**Objective 2 – Housing density** is 'To achieve higher density housing outcomes in identified locations to accommodate Darebin's projected population growth.

This is supported by Strategies to:

- Support a diversity of housing types, sizes, designs and configurations and support redevelopment at higher overall densities in Substantial Housing Change Areas and on Strategic Opportunity Sites, as identified in the Strategic Housing Framework Plan.
- Discourage underdevelopment of areas that are identified as Substantial Housing Change Areas and on Strategic Opportunity Sites.
- Encourage intensive and innovative housing development to locate within or in proximity to activity centres... in accordance with adopted Structure Plans and precinct plans.
- Encourage new housing near retail and employment precincts and above ground floor level within these precincts.

Relevant Actions include:

- Review the Preston Central Structure Plan 2006 (as amended) in accordance with the directions of the Darebin Housing Strategy 2013 (Revised 2015).

## 1.4 Housing diversity and affordability

### 1.4.1 State Planning Policy

**16.01-3S Housing diversity** includes the Objective: 'To provide for a range of housing types to meet diverse needs by Ensure housing stock matches changing demand by widening housing choice' and 'Support opportunities for a range of income groups to choose housing in well-serviced locations.'

**16.01-4S Housing affordability** includes the Objective: 'To deliver more affordable housing closer to jobs, transport and services'. This is supported by a Strategy to: 'Increase the supply of well-located affordable housing by: ...Facilitating a mix of private, affordable and social housing in suburbs, activity centres and urban renewal precincts'.

### 1.4.2 Local Planning Policy

**21.03-3 Housing Diversity and Equity** supports the above State planning policies:

**Objective 1 – Increase Diversity** is 'To ensure that housing diversity is increased to better meet the needs of the local community and reflect demographic changes and trends.'

This is supported by Strategies to:

- Support a diversity of housing types, sizes, designs and configurations in areas identified for Substantial Housing Change and Strategic Opportunity Sites, as identified in the Strategic Housing Framework Plan.
- Encourage the provision of affordable housing development in identified Substantial Housing Change Areas in the Strategic Housing Framework Plan.

The Preston Central Structure Plan 2006 (as amended) (including Incorporated Plans and Preston Central Urban Design Framework and Guidelines) is listed as a Reference Document.

## 1.5 Economic development

### 1.5.1 State Planning Policy

**17.01-1S Diversified economy** includes the Objective: 'To strengthen and diversify the economy. - Improve access to jobs closer to where people live'.

**17.02-1S Business** includes the Objective: 'To encourage development that meets the community's needs for retail, entertainment, of ce and other commercial services by :

- Ensure commercial facilities are aggregated and provide net community benefit in relation to their viability, accessibility and efficient use of infrastructure.
- Locate commercial facilities in existing or planned activity centres.
- Provide new convenience shopping facilities to provide for the needs of the local population in new residential areas and within, or immediately adjacent to, existing commercial centres. '

### 1.5.2 Local Planning Policy

Clause 21.04 Economic Development supports Clause 17

**Objective 1 – Retail** is To strengthen the established retail centres hierarchy in Darebin and the roles of the various activity centres and strategic development precincts in accommodating diverse and appropriate retail activities'.

It is supported by Strategies to:

- Focus future retail expansion around identified activity centres.
- Encourage where appropriate complementary mixed uses in and around activity centres and along identified strategic corridors.
- Facilitate intensive development, including commercial and residential development, in and around activity centres consistent with the relevant structure plans for these areas.
- Promote Preston Central Activity Centre as the pre-eminent activity centre in Darebin, supporting a higher intensity and scale of development and accommodating a mix of commercial, civic, community, and housing activity.

**Objective 2 – Commercial Offices** is 'To facilitate the development of a commercial office market in Darebin'.

It is supported by Strategies to:

- Encourage commercial (office) development in Darebin's activity centres and along strategic corridors where commercial office activity is supported by planning policy

**Objective 3 – Local Employment** is 'To encourage and facilitate economic activities that generate local employment opportunities'.

It is supported by strategies to:

- Encourage small businesses, including micro and home-based businesses, as a sector providing employment opportunities without compromising the strategic directions from respective strategies and relevant adopted studies.

## 1.6 Transport and infrastructure

### 1.6.1 State Planning Policy

**15.01-4S Healthy neighbourhoods** includes the Objective: 'To achieve neighbourhoods that foster healthy and active living and community wellbeing'.

**15.01-4R Healthy neighbourhoods - Metropolitan Melbourne** is supported by a Strategy to: 'Create a city of 20 minute neighbourhoods, that give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home'

**15.02-1S Energy and resource efficiency** includes the Objective: 'To encourage land use and development that is energy and resource efficient, supports a cooler environment and minimises greenhouse gas emissions'. This is supported by a Strategy to: 'Promote consolidation of urban development and integration of land use and transport'

**18.01-1S Land use and transport planning** includes the Objective: 'To create a safe and sustainable transport system by integrating land use and transport.'

**18.02-1S Sustainable personal transport** includes the Objective: 'To promote the use of sustainable personal transport.' This is supported by Strategy to: 'Ensure development and the planning for new suburbs, urban renewal precincts, grey eld redevelopment areas and transit-oriented development areas (such as railway stations) provide opportunities to promote more walking and cycling.'

**18.02-1R Sustainable personal transport - Metropolitan Melbourne** is supported by a Strategy to 'Improve local travel options for walking and cycling to support 20 minute neighbourhoods'.

**18.02-2S Public Transport** includes the Objective: 'To facilitate greater use of public transport and promote increased development close to high-quality public transport routes'

### 1.6.2 Local Planning Policy

Clause 21.05 Transport and infrastructure supports Clause 15 and 19

**Objective 1 – Integration of Transport and Land Use** is 'To facilitate an integrated approach to transport and land use planning'

It is supported by Strategies to:

- Support and facilitate a mix of land uses and greater housing densities in and around activity centres and train stations to enable shorter trips to employment, shops and services and support the use of public transport.
- Identify opportunities for accommodating key destinations and higher housing densities, particularly around train stations, in structure plans and precinct plans.
- Prioritise and facilitate a mix of land uses and greater housing densities in identified strategic corridors and precincts, and identified strategic opportunity sites generally within 400 metres of a train station or tram route.

**Objective 2 – Accessible Transport** is 'To improve access, safety and quality of environment for walkers, cyclists and people with limited mobility'.

It is supported by Strategies to:

- Ensure the development of large strategic opportunity sites incorporates public pedestrian and cycle links and through-routes.

**Objective 3 – Car Parking** is 'To manage the provision of car parking and congestion of car parking in Darebin and encourage use of sustainable transport modes to reduce car parking demand'

It is supported by Strategies to:

- Consider existing public transport opportunities when assessing applications to waive or reduce car parking.

## 1.7 Cultural facilities

### 1.7.1 State Planning Policy

**19.02-3S Cultural facilities** includes the Objective: 'To develop a strong cultural environment and increase access to arts, recreation and other cultural facilities.' This is supported by a Strategy to: 'Encourage a wider range of arts, cultural and entertainment facilities including cinemas, restaurants, nightclubs and live theatres in the Central City and at Metropolitan Activity Centres.'

**19.02-3R Cultural facilities - Metropolitan Melbourne** is supported by a Strategy to: Maintain and strengthen Melbourne's distinctiveness as a leading cultural and sporting city with world-class facilities'.

**19.02-4S Social and cultural infrastructure** is supported by a Strategy to: 'Encourage the location of social and cultural infrastructure in activity centres'.

### 1.7.2 Local Planning Policy

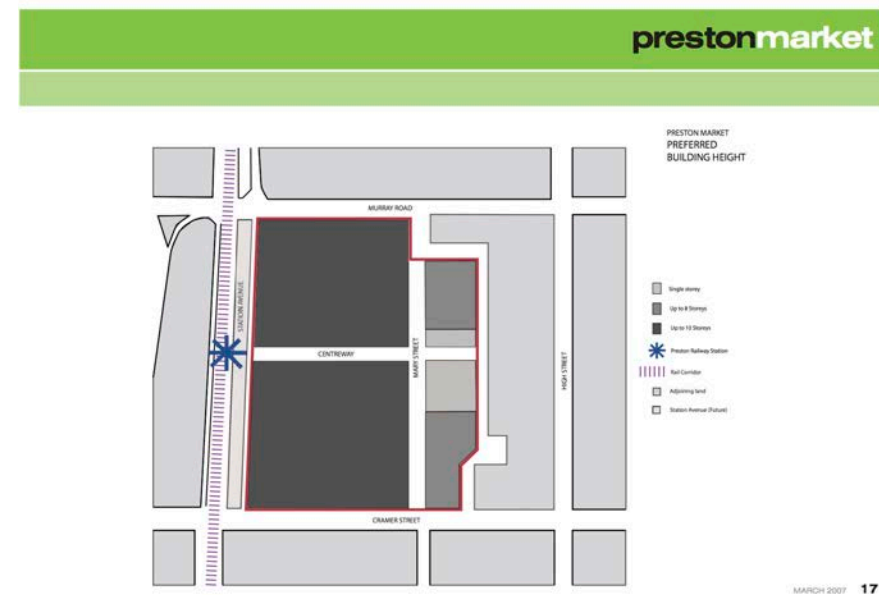
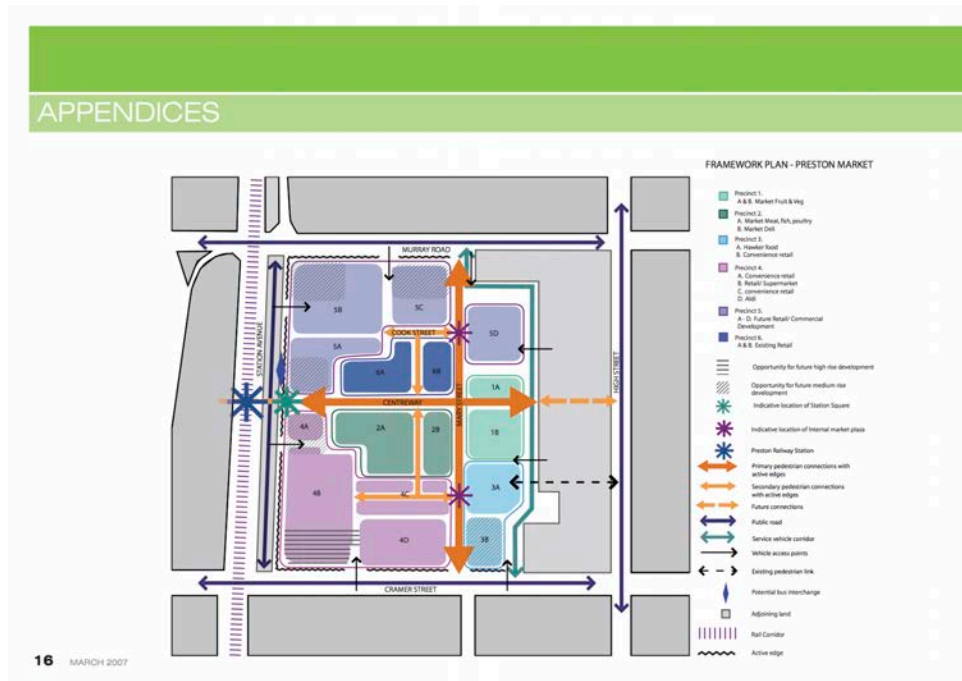
**21.05-3 Physical and Community Infrastructure** includes the Objective: 'To ensure the provision and planning for physical and community infrastructure meets existing and future needs of the community. '.

It is supported by Strategies to:

- Maximising the use of existing infrastructure by encouraging appropriate developments close to existing facilities and identifying the capacity of and the need for new infrastructure in areas in transition is essential
- Consider the potential for community services to be delivered more locally in formulating plans for activity centres, strategic development precincts and strategic development sites.



## Appendix 2 Preston Market Incorporated Document - Framework Plan and Building Height Map



## Appendix 3 Comparable Development Analysis

### 3.1 Foundry Towers, Hampshire Road, Sunshine

Sunshine town centre is a major transport hub with both Sunshine and Albion Stations approximately 700m from the site and within the activity centre boundaries. Site is located in close proximity to Sunshine Marketplace and Sunshine Plaza, Civic and Law precinct, and Hampshire Road strip shopping, 3 stage development includes new through block link, shops, offices residents facilities

Plan Melbourne Activity Centre Designation	Metropolitan (Sunshine) City of Brimbank
Distance from CBD	12km
Public Transport Access	Rail Hub Metro Lines Sydneham , Vline Ballarat, Bendigo, Geelong, 11 Bus Route (inc Smart Bus)
Walkscore	74 Very Walkable
Transit Score	70 Excellent Transit
Project Status	Stage 1 completed, Stage 2 &3 presales
Developer	Revel/Freedom Developers
Site size sqm (ha)	1.46ha
Height	Stage 1: 8 storeys, Stage 2: 13 Storeys, Stage 3: 15 Storeys
Number of Dwellings	Stage 1:121, Stage 2:229, Stage3: 335 <b>Total 685</b>
'Other' uses	30 Shops, Office space
Dwellings per hectare	<b>469dw/ha</b>



Image Freedom Developers

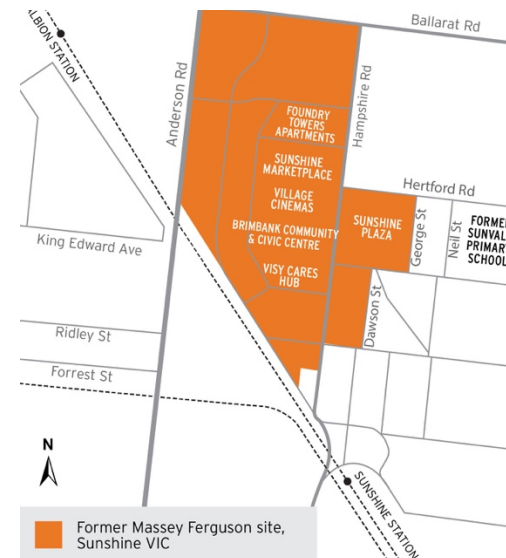


Image EPA

### 3.2 Joseph Road Urban Renewal Precinct, Footscray

The Joseph Road Precinct is approx. 15 hectares, of which approximately 7ha is zoned ACZ and 4.2ha is 'developable'. The precinct will accommodate 18 separate towers ranging from 4 to 32 storeys, with most proposed/approved developments in the realm of 15-26 storeys, with preferred heights of 25 storeys in the planning scheme. The precinct comprises multiple development parcels owned by various developers. The precinct is one of Melbourne's key urban revitalisation areas. Council has prepared a Public Realm Plan, which identifies a significant proportion of new public open space on the site. The VPA has prepared a draft DCP for road and traffic works in addition to open space contributions (via Amendment C145).

Plan Melbourne Activity Centre Designation	Metropolitan (Sunshine) City of Brimbank
Distance from CBD	4km
Public Transport Access	Rail Hub Metro Lines Sydneyham , Vline Ballarat, Bendigo, Geelong, 11 Bus Route (inc Smart Bus)
Walkscore	787 Very Walkable
Transit Score	77 Excellent Transit
Project Status	Various – planning, approved, constructed
Developer	Various
Site size sqm (ha)	4.2ha NDA or 7ha GDA
Height	4-32 storeys
<b>Number of Dwellings</b>	<b>Total 3061</b>
'Other' uses	30 Shops, Office space
<b>Dwellings per hectare</b>	<b>728dw/ha NDA or 429dw/ha GDA</b>

#### 1.3. Public Realm Plan

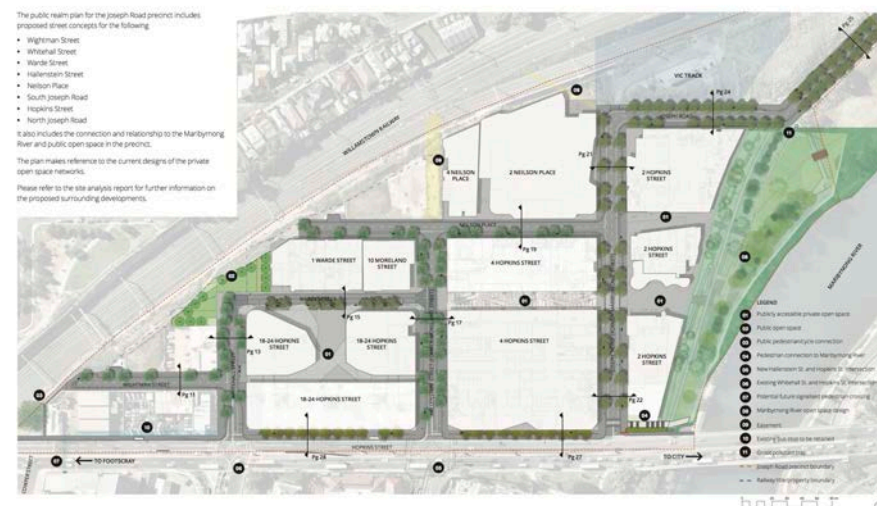


Image Maribyrnong Council Public Realm Plan



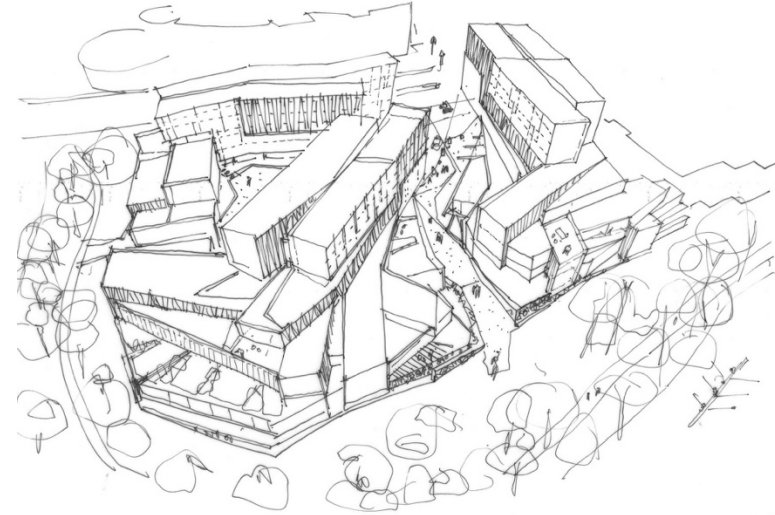
Image Architecton



### 3.3 Eden, Haven & Sanctuary, Acacia Place, Abbotsford - Victoria Gardens

This 1.42ha Riverfront site is located at the gateway to the Victoria Gardens Shopping Centre, Richmond. The Site does not have access to rail, however has excellent access to tram services. This 3 stage mixed use development comprises residential with ground floor retail, with a central communal plaza space. The Project was Winner of the 2015 UDIA High Density Housing Award.

Plan Melbourne Activity Centre Designation	Major (Richmond - Victoria Street) East City of Yarra
Distance from CBD	5km
Public Transport Access	No rail, 3 Tram Routes 109 Box Hill, 12 St Kilda, 48 Docklands, 3 Bus Routes
Walkscore	91 Walkers Paradise
Transit Score	73 Excellent Transit
Project Status	Completed
Developer	Hamton Properties
Site size sqm (ha)	1.42ha
Height	11-13 Storeys
<b>Number of Dwellings</b>	<b>567</b>
'Other' uses	Ground floor retail – restaurant, café, offices, yoga studio
<b>Dwellings per hectare</b>	<b>405dw/ha</b>



Images: Rothe Lowman

### 3.4 Coppins Corner, Malt District Cremorne Richmond

The Malt District precinct comprises a 1.13 ha mixed use site and 0.33ha office site. It is strategically located 200m from the Richmond Station with proximity to Yarra River, Melbourne Sporting Precinct, CBD and Richmond. Revitalisation of former industrial precinct has been likened to New York's Meat Packing District. The development includes retention and refurbishment of a 1200sqm 3 level heritage building located centrally within the site and retention of 9 of 16 existing silos. The developer is voluntarily providing approximately 4-5% of dwellings in Stage 2 as affordable housing linked with the NDIS.

Plan Melbourne Activity Centre Designation	Major (Richmond Swan Street) City of Yarra
Distance from CBD	3km
Public Transport Access	Rail Hub (7 metro lines, 2 regional lines), 2 Tram Routes 70 Docklands -wattle park, 48 , 3 Bus Routes
Walkscore	84 Very Walkable
Transit Score	87 Excellent Transit
Project Status	Under construction
Developer	Caydon Property
Site size sqm (ha)	1.13ha (Mixed use) 0.33ha (office)
Height	9-12-15 storeys
<b>Number of Dwellings</b>	<b>Stage 1: 202 Stage 2: 258 (460 total)</b>
'Other' uses	Approx 20,000sqm of 'non-res' including office, retail, supermarket, restaurants, function centre, hotel (Approx 1.4:1)
<b>Dwellings per hectare</b>	<b>407 dw/ha</b>



Image Caydon Properties



### 3.5 Fitzroy Gasworks Precinct, 433 Smith Street, Fitzroy

This 3.9ha site is bordered by Smith Street, Alexandra Parade and Queens Parade, sits within an established community and is close to sustainable transport options. The urban renewal vision for the site is to create an urban village that includes new housing, a senior high school, a sports centre and open space. Eight percent of the site will be offered as open space, including a new public square/plaza, in addition to residents communal open space, and 20% of dwellings will be affordable housing. Planning to date has been underpinned by comprehensive community engagement. The project is led by Development Victoria.

Plan Melbourne Activity Centre Designation	Major (Fitzroy – Smith Street) City of Yarra
Distance from CBD	3km
Public Transport Access	No rail, 2 Tram Routes 86 Waterfront City, 11 West Preston, 6 Bus Routes
Walkscore	94 Walkers Paradise
Transit Score	81 Excellent Transit
Project Status	Planning
Developer	Development Victoria
Site size sqm (ha)	3.2ha development site + 0.7ha school site
Height	10 Storeys
<b>Number of Dwellings</b>	<b>1100</b>
‘Other’ uses	Ground floor retail – 1500sqm supermarket, offices, school (on 0.8ha),
<b>Dwellings per hectare</b>	<b>343dw/ha</b>



Images Artists impressions: Development Victoria

### 3.6 Mason Square (former Moonee Ponds Market Site) 40 Hall Street, Moonee Ponds

This 1.16 ha site is located centrally within the Moonee Ponds, 150m from the Moonee Ponds Station. Stage 1 was approved by VCAT, and Stage 2 'called-in' by the Minister for Planning for Advisory Committee Review who supported the proposal, for reasons including that 27% of the site is delivered as public benefits as open space and pedestrian linkage. The maximum approved height was nearly twice the 'preferred height' set out in the Moonee Ponds Structure Plan. DEWLP subsequently used Moonee Ponds as a case study in its 'Activity Centres Pilot Program 2018) strategic review of planning controls.

Plan Melbourne Activity Centre Designation	Major (Fitzroy – Smith Street) City of Yarra
Distance from CBD	6km
Public Transport Access	Rail - Craigieburn line, 2 Tram Routes 59 Airport West, 82 Footscray, 10 Bus Routes
Walkscore	99 Walkers Paradise
Transit Score	76 Excellent Transit
Project Status	Approved
Developer	Caydon Property
Site size sqm (ha)	Stage 1: 0.63h, Stage 2: 0.53ha Total 1.16ha
Height	Stage 1: 6-23 storeys, Stage 2: 6-30 Storeys
Number of Dwellings	<b>Stage 1: 612, Stage 2: 692 Total: 1304</b>
'Other' uses	Stage 1 1585sqm retail, Stage 2, 1610sqm retail, 3195 office (0.5:1)
Dwellings per hectare	<b>849dw/ha</b>

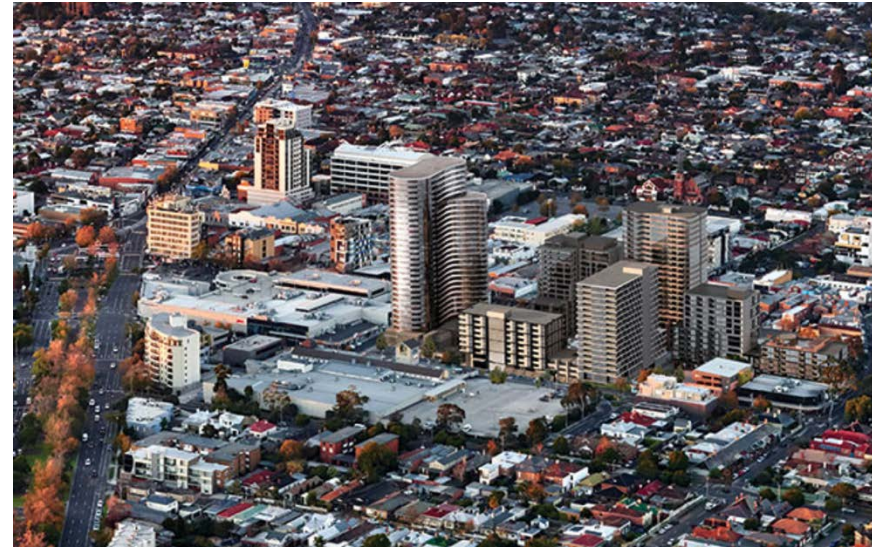


Image Caydon properties



Image: Former Moonee Ponds Market Site Ministerial Advisory Committee Report 2017



### 3.7 Coburg Square, Waterfield St, Coburg

This 1.65ha site is located adjacent to the Coburg Station. This project is part of The Coburg Initiative (2012), and will involve the redevelopment of the Coles supermarket to create a new supermarket, retail and town square precinct with residential apartments, underground car parking and improved streetscapes and pedestrian amenity. Council is in early redesign phase of this project working in collaboration with LXRA to integrate Coburg Square redesign with the Bell Street and Moreland Road Level Crossings Removal Project and other key redevelopment sites that may be unlocked by the LXRA. Public benefits to be delivered include New town square of (approx. 1,700sqm), new streets providing better connections with Coburg Station, and significantly upgraded streetscapes.

Plan Melbourne Activity Centre Designation	Major Coburg Activity Centre City of Moreland
Distance from CBD	8km
Public Transport Access	Rail – Upfield line, 2 Tram Routes - 19 North Coburg, 1 East Coburg, 9 Bus Routes
Walkscore	71 Very Walkable
Transit Score	87 Excellent Transit
Project Status	Planning
Project Lead	Darebin Council
Site size sqm (ha)	1.65ha
Height	6-10 storeys discretionary
Number of Dwellings	290
'Other' uses	Supermarket and specialty shops, approx 7000sqm) other non-residential uses including office yet to be determined
Dwellings per hectare	175dw/ha



Coburg Central 2020 Structure Plan

Image Coburg Central 2020 Structure Plan 2006



Image The Coburg initiative Place Framework Darebin Council 2012



### 3.8 Coburg Quarter, Pentridge Prison, Urquhart Street, Coburg

The Coburg Prisons Complex (Pentridge) is a landmark site in Coburg that has State significance for its cultural and architectural heritage. The 16ha former Pentridge Prison complex comprises Coburg Quarter and Pentridge Coburg precincts. A significant component of the urban renewal plan is for a new neighbourhood that will include both commercial and residential zones, and a community hub. The heritage listed 'D-Block building', located centrally on site, will be retained and used as a function space. In addition, a higher density mixed use precinct and a new hospital (on Council owned land), are planned.

Plan Melbourne Activity Centre Designation	Major Coburg Activity Centre City of Moreland
Distance from CBD	8km
Public Transport Access	Rail – Upfield line, 2 Tram Routes - 19 North Coburg, 1 East Coburg, 9 Bus Routes
Walkscore	84 Very Walkable
Transit Score	72 Excellent Transit
Project Status	Under construction
Developer	Future Estate/Golden Sunrise
Site size sqm (ha)	Coburg Quarter 4.2ha
Height	4-16 storeys
<b>Number of Dwellings</b>	<b>1400</b>
'Other' uses	Retail, commercial and lifestyle, community (child care, arts precinct), medical agecare, retirement living
<b>Dwellings per hectare</b>	<b>333dw/ha</b>



Image Pentridge Village master plan



Image Coburg Quarter (FutureEstate.com)

### 3.9 Caulfield Village, Station St & Smith St, Caulfield

Caulfield Village is located 200m from Caulfield Train Station. Monash University and Caulfield Racecourse are key attractors to the area. The locational attributes of the site, its consolidated ownership and current underutilisation identify it as a key opportunity site for a large scale urban renewal project, comprising residential, mixed use, and high density precincts around a new village centre with a vibrant mix of retail commercial and residential floor space totalling 150,000sqm. A new Village Square will provide a community hub at the heart of the Caulfield Village development.

Plan Melbourne Activity Centre Designation	Major (Caulfield) City of Glen Eira
Distance from CBD	9km
Public Transport Access	Rail Hub 2 Metro Lines – Frankston Pakenham, 2 Tram Routes 3/3a and 86, 5 Bus Routes
Walkscore	87 Very Walkable
Transit Score	80 Excellent Transit
Project Status	Stage 1 construction, Stage 2 approved, Stage 3 planning
Project Lead	Melbourne Racing Club/Beck Properties
Site size sqm (ha)	Approx 5ha
Height	Stage 1: 4-6 storeys, Stage 2: 5-7-9 Storeys, Stage 3: 10-12-15 Storeys
Number of Dwellings	Stage 1:442, Stage 2:~680, Stage3: ~620 <b>Total 1740 Approx</b>
‘Other’ uses	15000 retail, 20,000 commercial/office (0.7:1)
Dwellings per hectare	<b>348dw/ha</b>



Image SJB



Image David Lock Associate



### 3.10 Australian Horizons Site, Arthurton Road, Northcote

This 1.5ha site located between Arthurton Road and Elm Street, (between high Street and the train station) Northcote, has been rezoned to mixed use in 2011. The site is recognised by Council as a strategic redevelopment site with potential for higher density development is identified in the Northcote Major Activity Centre Structure Plan (2007) – Arthurton Road Precinct. The industrial site of 1.5 ha is currently used for warehousing and distribution purposes. It includes landscaped shared open space and a new pedestrian link between Elm St and Arthurton Rd, Northcote.

Plan Melbourne Activity Centre Designation	Major (Northcote) City of Darebin
Distance from CBD	6km
Public Transport Access	Rail – South Morang line, 2 Tram routes - 11 West Preston-Vic Harbour, 86 Bundoora Docklands, 3 Bus Routes
Walkscore	96 Very Walkable
Transit Score	71 Excellent Transit
Project Status	Approved
Developer	Meydan Developments
Site size sqm (ha)	1.5ha
Height	3-8
<b>Number of Dwellings</b>	<b>400 (Darebin)</b>
'Other' uses	4300 sqm Retail and office (0.3:1)
<b>Dwellings per hectare</b>	<b>266dw/ha</b>

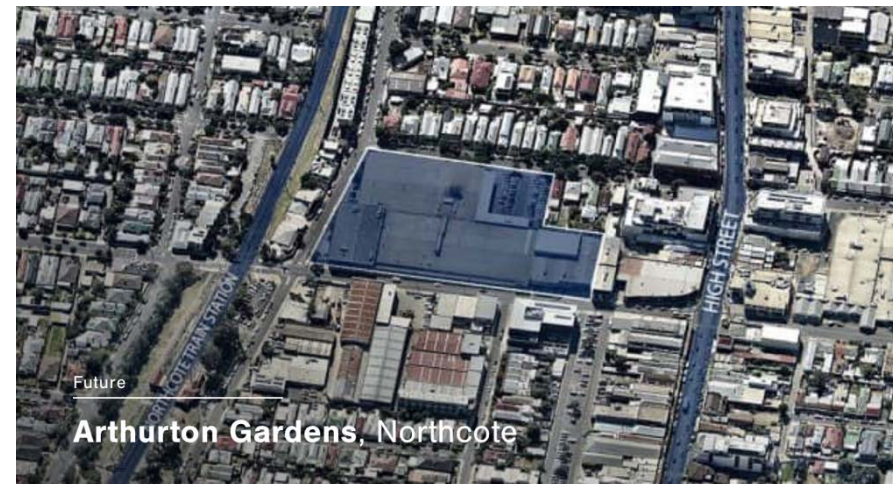


Image Meydan Group



Image Wireframe (Stage 1 shown)

## Appendix 4 Walkscore and Transit Score

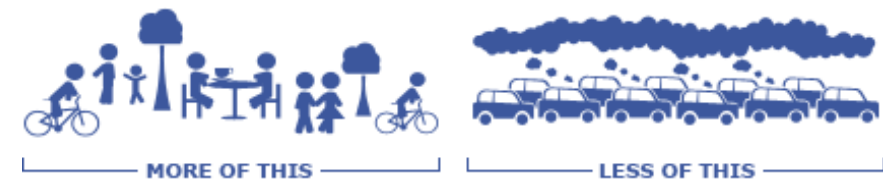
Walk score's mission is to promote walkable neighborhoods. Walk Score is a web based data service that enables easy evaluation of walkability and transportation – originally designed to assist people in choosing where to live, it also provides a useful tool for urban and transport planning. (Walkscore.com)

**Walk Score** measures the walkability of any address based on the distance to nearby places and pedestrian friendliness.

- **90–100**      **Walker's Paradise**      Daily errands do not require a car
- **70–89**      **Very Walkable**      Most errands can be accomplished on foot
- **50–69**      **Somewhat Walkable**      Some errands can be accomplished on foot
- **25–49**      **Car-Dependent**      Most errands require a car
- **0–24**      **Car-Dependent**      Almost all errands require a car

**Transit Score** measures how well a location is served by public transit based on the distance and type of nearby transit lines.

- **90–100**      **Rider's Paradise**      World-class public transportation
- **70–89**      **Excellent Transit**      Transit is convenient for most trips
- **50–69**      **Good Transit**      Many nearby public transportation options
- **25–49**      **Some Transit**      A few nearby public transportation options
- **0–24**      **Minimal Transit**      It is possible to get on a bus



## Appendix 5 Planning Best Practice and emerging trends

### 5.1 Melbourne C270 (Central City Built Form Review 2016)

Amendment C270 to the Melbourne Planning Scheme introduced a new suite of planning controls for the Melbourne Central City area including the Hoddle Grid and Southbank. The controls followed an extensive review of built form and amenity impacts in the area, and introduced mandatory building setback and separation distances, overshadowing controls, and floor area ratio controls and public benefit uplift mechanism to 'share added value'. This approach aligns with planning approaches used in cities across the world, such as New York, Singapore, Vancouver, and Sydney.

The C270 planning controls introduced base level FAR's of 18:1 across much of the Central City area, with other precincts varying from 4:1 to 14:1. The controls also required public benefits to be provided when the FAR exceeds the base level. The Public benefits that could be provided as include:

- Public open space and laneways on site
- Commercial use
- Public space in the building
- Affordable housing in the building
- Design competition.

A Guidelines document: 'How to calculate floor area uplifts and public benefits (DELWP 2016)' was released with the controls do not have statutory status but are used as guide by the responsible authority (Minister or Council) when negotiating agreement to provision of additional FAR in exchange for public benefits.

Importantly, the primary purpose of the FARS in this regime is to manage built form and amenity impacts within the CBD, in conjunction with setback and separation controls. It does not distinguish between commercial and residential land uses,

other than to the extent that it includes uplift incentives specifically designed to encourage commercial floor areas and provision of affordable housing.

Public benefits are calculated based on 10% of the GRV of the additional floor area achieved above the base level. The GRV's for different precincts are established within the Guidelines and were intended to be reviewed annually, however these have not been updated since 2016.

Industry criticisms of the proposed approach relate primarily to the uncertainty created for developers about whether or not a bonus will be agreed, and therefore how to factor it in to land purchase prices, in addition to the rigidity of the GRV values not responding adequately to market shifts.

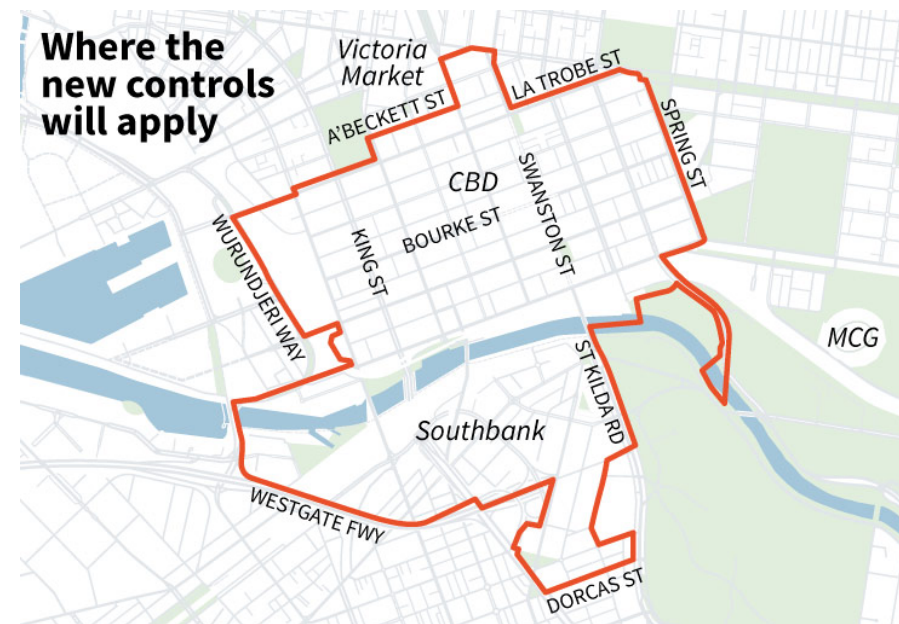


Image Urban.com.au



## 5.2 Melbourne and Port Phillip GC81 (Fishermans Bend Framework 2018)

Fishermans Bend is a 480 hectare urban renewal area strategically located between the Melbourne CBD and Port of Melbourne. Currently dominated by low scale industrial and warehousing uses, 250ha was rezoned to Capital City Zone in 2012 to facilitate mixed use medium and high density redevelopment.

The Fishermans Bend Framework 2018 sets out the plan for the precinct to accommodate approximately 80,000 residents and provide employment for up to 80,000 people, by 2050.

Amendment GC81 to the Melbourne and Port Phillip Planning Schemes came into effect in October 2018 to introduce new planning controls for the four Capital City Zoned precincts to give effect to the Framework, following the outcomes of the review by the Planning Review Panel, July 2018. Relevantly, key features included:

- Identification of a future public transport network including options for **two new Metro train stations** and two new tram routes
- Introduction of mandatory dwelling density controls for the four precincts ranging from 184 dw/ha to 450dw/ha for Core areas and 174dw/ha to 296dw/ha for non-core areas. This was based on an overall dwelling density of **323dw/ha** established by the supporting Urban Design Strategy (Hodyl 2017). Density controls were originally proposed as FAR controls (ranging from 4.1:1 to 8:1 in core areas), reflective of the approach used for the Central City, however the use of dwelling densities rather than FARs was recommended by the Panel as the most appropriate mechanism for managing population.
- Introduced an 'uplift mechanisms' to allow dwelling densities to be exceeded only where a 'Social Housing Uplift' is provided. Local Policy directs that a social housing uplift equivalent to eight additional private dwellings may be provided' (eg an ratio of 8:1 'market dwellings' to 'social housing units'. This provision is subject to voluntary agreement between the landowner and responsible authority. It applies in addition to policy direction that at least 6% of dwellings within the base dwelling density should be provided as affordable housing.

- Also introduced a policy direction 'encouraging' development to include a minimum plot ratio not used for a dwelling, to support employment outcomes. The minimum plot ratios range from 1.6:1 to 3.7:1 and allows for most forms of employment generating uses as well as other forms of accommodation (hotel, residential village, retirement village, aged care). Discretion exists to reduce the minimum plot ratios, as guided by criteria established in policy.

The 'uplift mechanism' is similar to that used in the Central City (via C270), although it uses a simple ratio of public benefit to additional floor area, rather than relying on GRV's. This was underpinned by feasibility testing and eliminates the need to accurately establish and regularly review the GRV calculations.

The Fishermans Bend density controls are also distinct from the Central City controls in that their primary purpose related to managing population, rather than built form. They also make a key distinction between floor area used for dwelling versus non-dwelling uses.

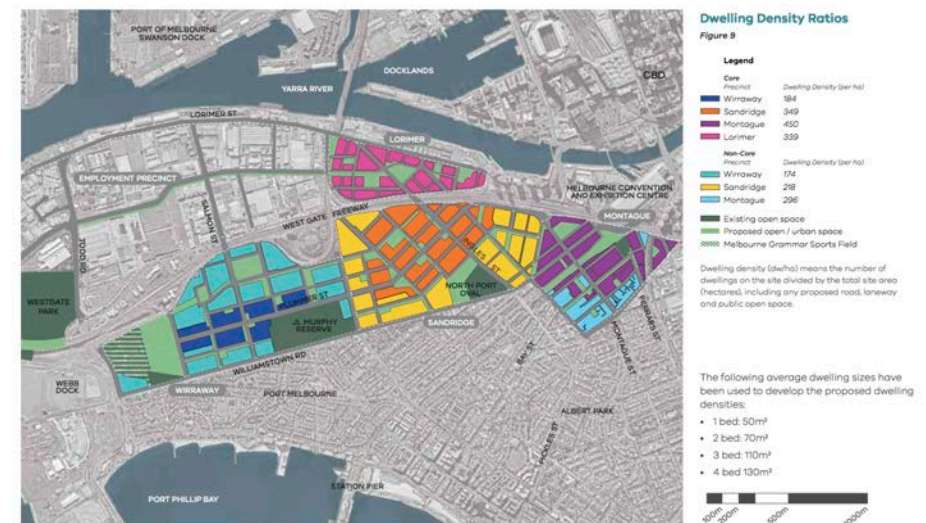


Image Fishermans Bend Framework Density Controls DEWLP 2018

### 5.3 Moonee Valley C183 (Moonee Ponds Activity Centre Pilot Project DELWP 2017)

As part of the Activity Centres Pilot Program (DELWP 2018) Moonee Valley Amendment C100 introduced interim mandatory height limits have been introduced across the centre (via. The controls were applied on an interim basis while Council undertook work to establish new permanent built form controls for the activity centre.

As detailed in Section 3.9 of this Report, the Pilot Project confirmed that:

- Discretionary preferred height controls are generally effective
- Preferred heights are more commonly exceeded on larger sites.
- Floor area ratios can guide preferred built form outcome in activity centres
- Requirements for public benefits need to be unambiguous

The work currently being undertaken by Council includes a review of building heights, and implementing a range of building form controls such as floor ratios, building setbacks and additional controls regarding overshadowing and wind effects. It will also include exploring the appropriateness of a mechanism to deliver public benefits in the activity centre.

It is anticipated that the permanent controls will be released for public feedback in early 2019 and the public benefits mechanism will be developed in mid-2019. As details of proposed FARs are not yet publicly available and it is not possible to provide a comparison of the Mason Square development against the proposed amended controls.

### 5.4 Melbourne C190 (Arden Macaulay Structure Plan 2012 and Arden Vision 2018)

The 130 ha Arden Macaulay urban renewal precinct is a important opportunity to accommodate residents and employment growth over the next 30 years. The Arden Macaulay Structure Plan 2012 identifies potential for 20,500 residents and 22,500 jobs by 2040. The 50ha Arden precinct sits within the broader structure plan area., The Vision for Arden, released in July 2018, states that Arden will:

- Accommodate more than 34,000 jobs and 15,000 residents by 2051 , which equates to a dwelling density of **330 dw/ha** for the Arden precinct.
- Deliver a major transport hub around the new North Melbourne Station
- Provide at least 6 per cent of all new housing in the precinct as affordable for low to moderate income households

The Metro Tunnel Project is crucial to Melbourne's future and to Arden's renewal. Work on the Metro Tunnel Project began in September 2016. The new North Melbourne Station in Arden, a focal point for the 16 ha Arden Central precinct, is due to open by 2025. The Metro Tunnel Project and new North Melbourne Station will transform this area into a major transit-oriented destination. Arden Central is mainly Victorian Government- owned land used for transport purposes, with a few privately owned parcels on the Arden Street frontage.

The VPA has commenced work on the Arden Structure Plan to implement the directions and objectives of the *Arden Vision*. Alongside the structure plan work, the VPA is preparing a comprehensive Value Creation and Capture Plan will bring together an evidence-based assessment of crucial development enablers for the Arden precinct, such as that flood mitigation, land remediation, community infrastructure and public realm. The plan will indicate the value that may be unlocked by targeted investment in enabling infrastructure over time. Equitable value capture funding mechanisms will be considered as part of the Value Creation and Capture Plan. Mechanisms could include infrastructure charges.

For the Macaulay Area, In 2015, Amendment C190 (DDO63) introduced land use and development controls, to give effect to Stage 1 of the Arden Macaulay Structure Plan area. These controls included preferred and mandatory height controls varying from 3 and 4 to 9 and 12 storeys respectively, and street wall heights which while expressed in metres, generally reflect a 1:1 street wall to street width ratio. The controls require all development that exceeds the preferred height limits to deliver 'demonstrable benefits to the broader community including amongst others':

- Exceptional quality of design.
- A positive contribution to the quality of the public realm.
- High quality pedestrian links where needed.

- Good solar access to the public realm.

The precinct has also had an interim DCPO applied (via C295) will require permit applicants to enter into a section 173 agreement with the council to make development contributions towards the provision of community facilities and infrastructure upgrades required to deliver the Macaulay Structure Plan.

#### Arden and Macaulay precincts

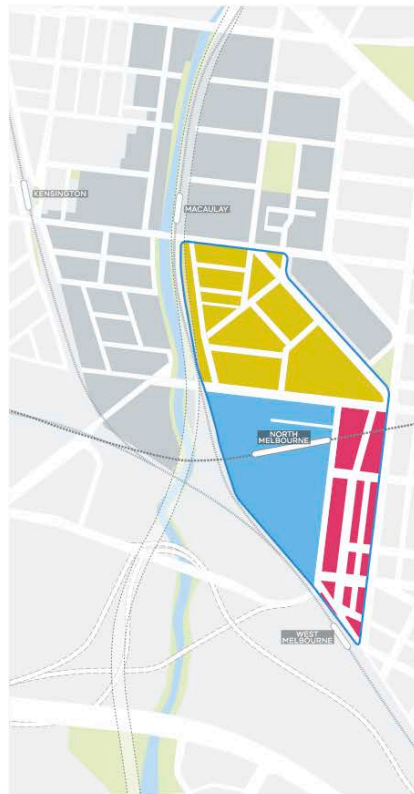


Image Arden Vision VPA 2018



## 5.5 Melbourne C309 (West Melbourne Structure Plan 2018)

The West Melbourne Structure Plan (2018) and proposed Melbourne Amendment C309 are currently on exhibition. The Structure Plan identifies that within West Melbourne, there is likely to be the need to provide an additional 5500 dwellings and between around 4500 (the base case) to 7000 new jobs (depending on employment type) by 2036, requiring between around 100,000 sqm and 200,000 sqm of employment floor space (C309 Clause 21.16)

Amendment C309 proposed to rezone areas of West Melbourne to a Special Use Zone. The SUZ controls

- Introduce New mandatory density controls. The proposed floor area ratios for West Melbourne vary from 3:1 to 6:1. The floor area ratios proposed in West Melbourne give a density range of around 150-350 dwellings per hectare. There are no provisions for uplift for public benefits, except where a 'special character' building is retained.
- Include preferred maximum building heights which vary from 4 to 16 storeys, with minimum floor to floor heights of 4.0m for ground floor and 3.3m for non-residential uses on other floors.
- Require a minimum proportion of floor area to be allocated to a use other than accommodation. The minimum proportions are proposed at 1:1 for Flagstaff, Spencer and Station precincts and 0.5:1 in Adderley. The proposed SUZ excludes all forms of accommodation from this provision, in contrast to Fishermans Bend which limits only 'dwelling' and allows for other forms of employment generating accommodation uses (eg hotel, aged care) to be provided within this floor space.
- Trigger a planning permit requirement for development of 10 or more dwellings and requires that at least 6% (one in 16 dwellings) should be provided as an affordable housing dwelling, unless otherwise agreed to by the responsible authority. It is intended that exemptions only apply where the affordable housing requirement would render the project 'economically un-viable'. The legal validity of this requirement will no doubt be tested in the context of the recently changes to the Planning and

Environment Act 1987 which emphasise the provision of affordable housing by voluntary agreement via S173.

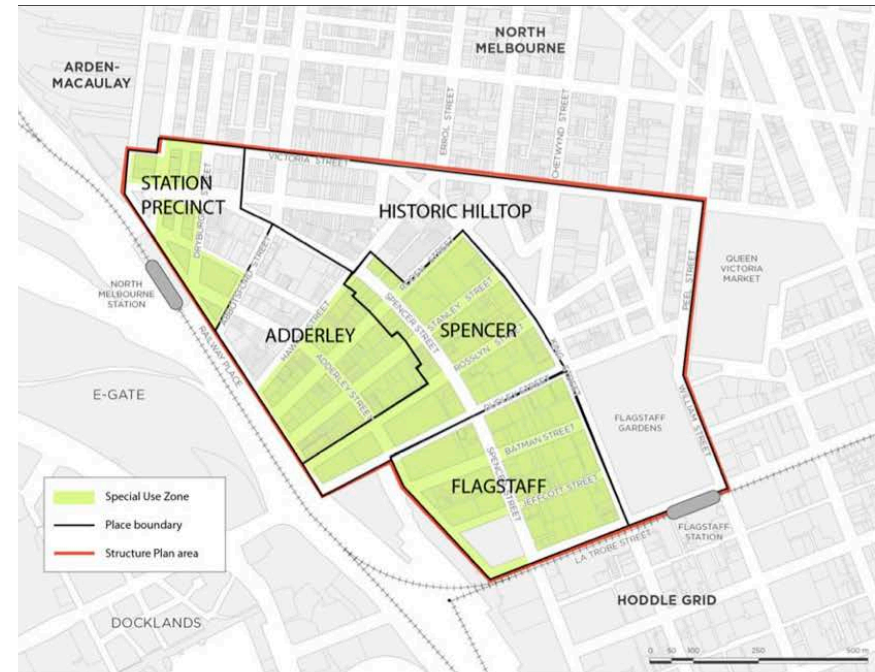


Image Melbourne Amendment C309 Special use zone

## 5.6 Moreland C158 (Employment areas local policy 2016 - prescribed ratios of employment floorspace)

In December 2017, Moreland Amendment C158 was approved to implement the Moreland Industrial Land Strategy 2016 which requires, in designated 'Employment Areas':

*employment floor space to be provided equivalent to all proposed ground and first floor building floor space (inclusive of car parking, services, and circulation spaces), in any building proposing residential components.*

Where a rezoning of a large site is proposed, It also requires an (unspecified) proportion of the site to be allocated to employment uses.

This approach preceded, and is similar to the approach now used in Fishermans Bend. In both instances, local policy is used to provide direction regarding these outcomes (Moreland Clause 21.03). The policy specifically supports a transitioning to a broader range of industry and office based uses and compatible employment uses, other than retail, which is directed to activity centres. Moreland Clause 21.02 directs that the 'Employment Areas' areas are predominantly located within or adjacent to activity centres and their transition will support and reinforce the economic and employment objectives of activity centres. The policy recommends use of C1Z, SUZ, or CDZ with tailored provisions to prioritise employment uses and establish permit triggers for residential and other uses as necessary.

A variation of this approach is to or allow residential floor area to be developed only at a pro-rata rate to commercial floor area, within a development. This is the approach adopted by the City of Sydney which introduced a mandatory 50/50 ratio for commercial to residential development with the Sydney CBD.

## 5.7 Stonnington C172 (Chapel revision Structure Plan 2015 – vertical zoning )

Vertical Zoning is a form of restriction on different land uses at different levels within a building, intended to facilitate mixed use development.

Amendment C172 , approved in August 2017 implemented the directions from the *Chapel reVision Structure Plan 2013- 2031* and associated background

documents into the Stonnington Planning Scheme. It rezoned land in the centre to Activity Centre Zone and consolidated land use and built form controls into one zone. It seeks to manage the land use mix at lower levels (1-3) by providing for a range of employment based land uses 'as of right' at lower levels and only allowing 'dwelling' uses below level 4 subject to a permit.

Key elements included:

- Introducing a 'vertical zoning' permit trigger along main streets for:
  - 'dwelling' , if located below the third floor of a building (in most precincts)
  - 'office' if located on the ground floor
  - or if the frontage exceeded 2m for either use
- applying discretionary height controls to the majority of the centre with the mandatory controls applied only in 'exceptional circumstances'
- introducing mandatory street wall height requirements to select streets.
- Specific Provision for preferred heights to be exceeded where demonstrated that 'significant community benefits' are achieved in addition to meeting visual impact and overshadowing requirements.
- Introduced building adaptability requirements requiring a minimum floor to floor heights of 4.0m at ground floor and 3.8m at first and second floor

## Appendix 6 Preston Activity Centre Residential Development – ID Forecasts

### Preston Activity Centre Residential development

The addition of dwellings to the housing stock is a major driver of population growth in an area, providing opportunities for households to relocate from other areas or new households to form locally (such as young people leaving the family home or separations/divorces).

Residential development can take various forms depending on the availability of land. These include new housing estates on greenfield sites, subdivision in existing residential neighbourhoods (often called infill development), conversion of industrial lands to residential lands, and densification of housing by building up.

.id's forecasters worked with Council planners to understand the likely development activity in each small area. This forms the development assumptions for the forecasts. This table shows the quantity of new development assumed in each small area in the City of Darebin. Select each small area to see detailed assumptions.

[List of forecast land developments and infill assumptions:](#)

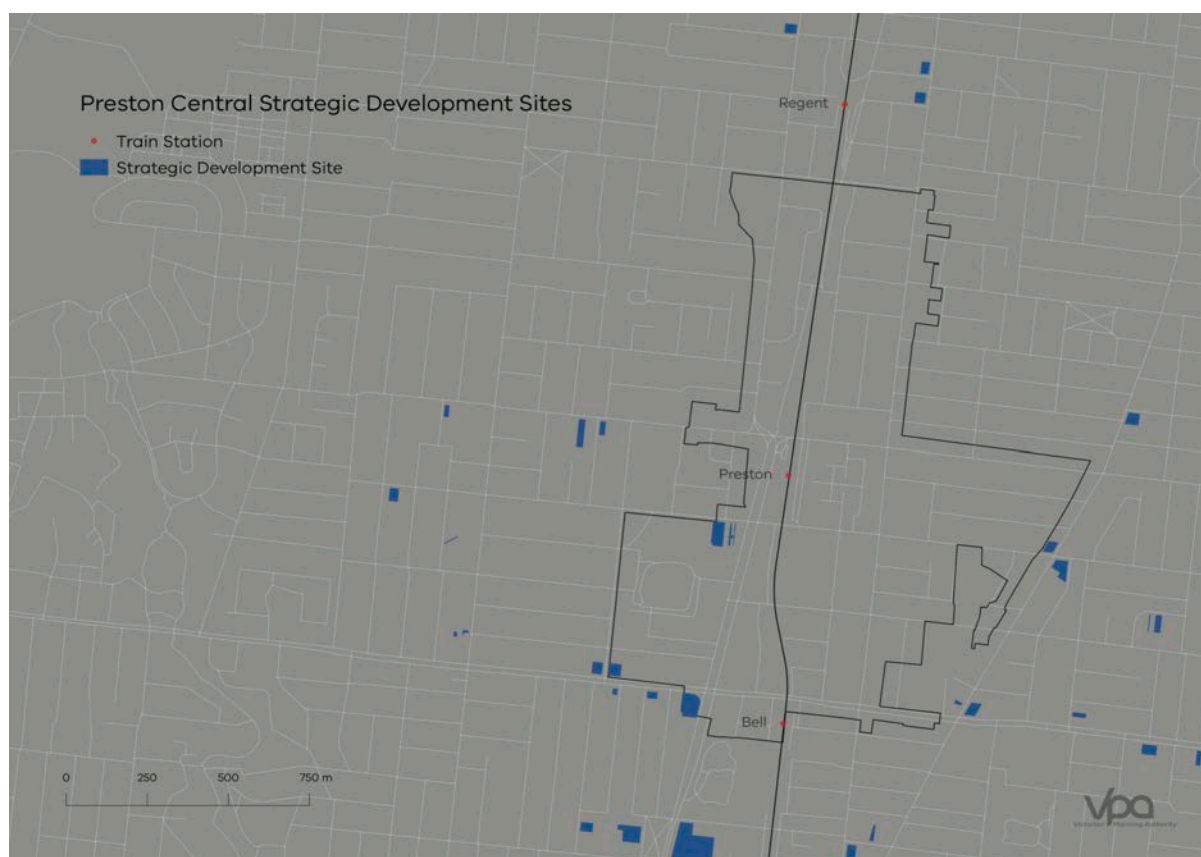
Dwelling counts for 2016 have been adjusted to reflect Census results. Specific assumptions from 2017 onwards:

- Seed Apartments - 43 dwellings (2017)
- Bell Preston - 42 dwellings (2017)
- Bellview Apartments - 86 dwellings (2018)
- 254 - 256 Murray Road - 16 dwellings (2019)
- The Preston Edition - 18 dwellings (2019)
- 223-227 Gower Street - 13 dwellings (2020)
- 13 Olver Street - 16 dwellings (2020)
- 290-292 High Street - 17 dwellings (2020)
- 472-480 High Street - 34 dwellings (2020)
- 350 Murray Road - 56 dwellings (2020)
- 346 Bell Street - 78 dwellings (2021)
- 30 Cramer Street - 95 dwellings (2021)
- 8 Clinch Avenue - 134 dwellings (2021)
- 208-216 High Street - 77 dwellings (2021)
- 518-528 High Street - 96 dwellings (2021)
- 37 Cramer Street - 24 dwellings (2021)
- 176-180 High Street - 73 dwellings (2022)
- 345-349 Bell Street - 30 dwellings (2023)
- 367-373 Bell Street - 34 dwellings (2023)
- 376-380 Bell Street - 40 dwellings (2023)
- 40-42 Mary Street - 55 dwellings (2023)
- Preston Activity Centre - 300 dwellings (2023-2024)
- 361 Bell Street - 22 dwellings (2024)
- 359-361 High Street - 14 dwellings (2025)
- 363 Bell Street - 23 dwellings (2025)
- 2-6 Isaacs Street - 82 dwellings (2025)
- No infill development assumed
- Low-high level of activity centre development (14-260 dwellings per annum)

## Appendix 7 Strategic Opportunity Sites in Preston (Darebin Housing Strategy 2013 (updated 2015))

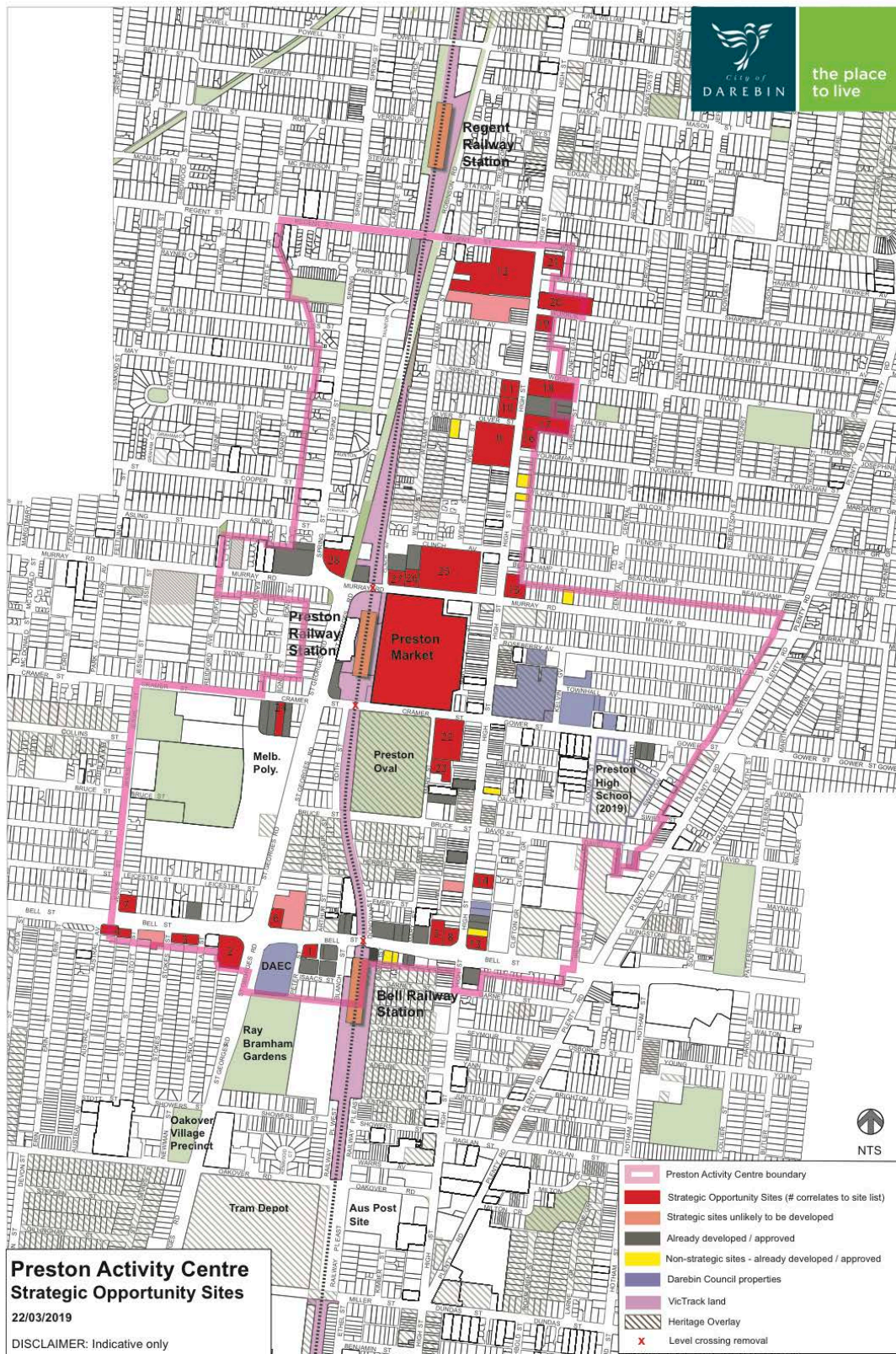
Site address	Land Area	Zone	In Preston Activity Centre
343-349 PLENTY ROAD PRESTON 3072	1064.34	B1Z	N
21-31 HIGH STREET PRESTON 3072	1294.94	B1Z	N
485 BELL STREET PRESTON 3072	1374.37	B1Z	N
238-250 PLENTY ROAD PRESTON 3072	1322.78	B1Z	N
147 BELL STREET PRESTON 3072	1321.71	B1Z	N
30-38 GILBERT ROAD PRESTON 3072	1473.51	B1Z	N
36-46 HIGH STREET PRESTON 3072	1017.22	B2Z	N
37-43 PLENTY ROAD PRESTON 3072	2169.27	B2Z	N
67-69 HIGH STREET PRESTON 3072	1228.47	B2Z	N
264-266 RAGLAN STREET PRESTON 3072	1695.53	B2Z	N
1 OAKOVER ROAD PRESTON 3072	2847.82	B2Z	N
197 PLENTY ROAD PRESTON 3072	1757.4	B2Z	N
70-82 HIGH STREET PRESTON 3072	1257.48	B2Z	N
3 NEWMAN STREET PRESTON 3072	3037.38	MUZ	N
36 OAKOVER ROAD PRESTON 3072	1285.22	MUZ	N
2A AUSTRAL AVENUE PRESTON 3072	1068.31	MUZ	N
7 NEWMAN STREET PRESTON 3072	1276.69	MUZ	N
6 BELMONT STREET PRESTON 3072	1426.86	R1Z	N
439 BELL STREET PRESTON 3072	1320.65	R1Z	N
37 -39 CRAMER STREET PRESTON 3072	1370.34	R1Z	Y
2 PATTERSON STREET PRESTON 3072	3009.65	R1Z	N
71-73 MURRAY ROAD PRESTON 3072	1179.46	R1Z	N
18 SINNOTT STREET PRESTON 3072	1050.22	R1Z	N
504-506 BELL STREET PRESTON 3072	1453.87	R1Z	Y
518-522 BELL STREET PRESTON 3072	1720.56	R1Z	N
33 CRAMER STREET PRESTON 3072	1273.98	R1Z	Y
229 GILBERT ROAD PRESTON 3072	1043.5	R1Z	N
391 MURRAY ROAD PRESTON 3072	1447.19	R1Z	N
437 MURRAY ROAD PRESTON 3072	1404.24	R1Z	N
141-143 CRAMER STREET PRESTON 3072	1151.57	R1Z	N
149-153 BELL STREET PRESTON 3072	1395.22	R1Z	N
131-133 BELL STREET PRESTON 3072	1375.44	R1Z	N
411-423 BELL STREET PRESTON 3072	3745	R1Z	Y
16 SINNOTT STREET PRESTON 3072	1042.57	R1Z	N

Site address	Land Area	Zone	In Preston Activity Centre
392 PLENTY ROAD PRESTON 3072	1719.36	R1Z	N
397 MURRAY ROAD PRESTON 3072	2053.13	R1Z	N
179A BELL STREET PRESTON 3072	1395.13	R1Z	N
502-506 PLENTY ROAD PRESTON 3072	1414.9	R1Z	N





## Appendix 8 Identification and analysis of Strategic Opportunity Sites



**MAP 1**

STRATEGIC SITES ALREADY DEVELOPED / APPROVED (sites greater than 1000sqm) as per MAP 1					
2a - Identified by ID	Zone	Site Area	Dwellings	DW/Ha	Constructed/ Under construction
40-42 Mary Street	PDZ2	1222	55	450	No
30 Cramer Street	PDZ2	1685	95	564	No
2-6 Isaacs Street	PDZ2	1422	82	577	No
345 – 349 Bell St	PDZ2	1257	30	239	No
346-350 Bell Street	PDZ2	1257	69	549	No
350 Murray Road	PDZ2	1278	54	423	No
37-39 Cramer Street	RGZ1	2800	24	86	Yes
2-8 Clinch Ave	PDZ2	2418	134	554	Yes
5 Blanch Street (bellview)	PDZ2	1233	86	697	Yes
208 – 216 High Street	PDZ2	1411	77	546	No
176-180 High Street	PDZ2	1358	73	538	No
367-375 Bell Street	PDZ2	1029	34	330	No
376 – 380 Bell St	PDZ2	1230	40	325	No
518-528 High Street	PDZ2	2893	96	332	Yes
<b>TOTAL</b>		<b>22493</b>	<b>949</b>	<b>422</b>	
2b - Not Identified by ID	Zone	Site Area	Dwellings	DW/Ha	
343 -345 High Street	PDZ2	1059	21	198	Yes
332-340 Bell St	PDZ2	1300	52	400	Yes
352 Bell Street	PDZ2	1777	52	293	Yes
450 Bell Street	C1Z	1858	46	248	Yes
33 Cramer Street	RGZ1	1252	10	80	Yes
363 Bell St	PDZ2	537	23	428	Yes
293 High Street	PDZ2	1188	12	101	Yes
223-227 Gower St	PDZ2	1732	16	92	Yes
25 Regent Street	GRZ2	1584	11	69	No
<b>TOTAL</b>		<b>12287</b>	<b>243</b>	<b>198</b>	
NON-STRATEGIC SITES – identified by ID	Zone	Site Area	Dwellings	DW/Ha	
204 High Street (seed)	PDZ2	703	43	612	Yes
254-256 Murray Road	GRZ2	802	16	200	Yes
466 High Street - The preston edition	PDZ2	479	18	376	Yes
13 Olver Street	PDZ2	915	16	175	No
290-292 High Street	PDZ2	397	17	428	No
472-480 High Street	PDZ2	886	34	384	No
361 Bell Street	PDZ2	615	22	358	No
<b>TOTAL</b>		<b>4797</b>	<b>166</b>	<b>346</b>	

(Source: Information provided by City of Darebin)

### Further analysis by TQ Urban Planning

	ALREADY APPROVED/DEVELOPED		Number of permits	Average Number of dwellings	Av Dw/ha
	<b>ALL ZONES</b>		<b>30</b>	<b>50</b>	<b>338</b>
	RGZ Average:			17	83
	GRZ Average			14	134
1	<b>PDZ Average</b>		<b>20</b>	<b>50</b>	<b>402</b>
	CONSTRUCTED/UNDER CONSTRUCTION		Number of permits	Average Number of dwellings	Av Dw/ha
	RGZ Average:			17	83
	GRZ Average			16	200
2	<b>PDZ Average</b>		<b>10</b>	<b>50</b>	<b>344</b>

INDICATIVE YIELD OF STRATEGIC OPPORTUNITY SITES									
	Sites identified in MAP 1~			Indicative Yield*		Yield at 344 dw/ha † (See Line 2 above)		Yield at 402dw/ha ‡ (See line 1 above)	
	Address	Zone	Site Area	Dwellings	DW/Ha	Dwellings	DW/Ha	Dwellings	DW/Ha
1	377-385 Bell Street	PDZ2	1198	50	417	41	344	48	402
2	411-423 Bell Street	C1Z	3745	100	267	129	344	151	402
3	439 Bell Street	GRZ	1321	50	379	45	344	53	402
4	485 Bell Street	C1Z	1375	50	364	47	344	55	402
5	324-330 Bell Street	PDZ2	1620	50	309	56	344	65	402
6	408 Bell Street	PDZ2	1226	50	408	42	344	49	402
7	504-506 Bell Street	GRZ	1454	50	344	50	344	58	402
8	229-241 High Street	PDZ2	1257	50	398	43	344	51	402
9	573-603 High Street	PDZ2	7832	300	383	269	344	315	402
10	605-617 High Street	PDZ2	1876	50	267	65	344	75	402
11	627-633 High Street	PDZ2	1599	50	313	55	344	64	402
12	687-705 High Street	PDZ2	11308	350	310	389	344	455	402
13	196-202 High Street	PDZ2	1406	50	356	48	344	57	402
14	234-244 High Street	PDZ2	1412	50	354	49	344	57	402
15	402 High Street	PDZ2	2000	50	250	69	344	80	402
16	496 High Street	PDZ2	1402	50	357	48	344	56	402
17	516 High Street	PDZ2	3448	100	290	119	344	139	402
18	530-538 High Street	PDZ2	3939	100	254	136	344	158	402
19	572-582 High Street	PDZ2	1305	50	383	45	344	52	402
20	26 Wurruck Avenue	PDZ2	3874	100	258	133	344	156	402
21	620-622 High Street	PDZ2	1467	50	341	50	344	59	402
22	1 Cramer Street	PDZ2	5859	200	341	202	344	236	402
23	52-56 Mary Street	PDZ2	1745	50	287	60	344	70	402
24	35 Cramer Street	RGZ1	1272	50	393	44	344	51	402
25	330-336 Murray Road	PDZ2	12614	350	277	434	344	507	402
26	340 Murray Road	PDZ2	1213	50	412	42	344	49	402
27	342 Murray Road	PDZ2	1266	50	395	44	344	51	402
28	358-362 Murray Road	PDZ2	2855	50	175	98	344	115	402
	<b>TOTAL</b>		<b>82888</b>	<b>2600</b>	<b>314</b>	<b>2851</b>	<b>344</b>	<b>3332</b>	<b>402</b>



	1b - Unlikely to be developed								
	471 Bell Street	GRZ	1762	0	0				
	396-402 Bell Street	PDZ2	1226	0	0				
	273-279 High Street	PDZ2	1128	0	0				
	679-685 High Street	PDZ2	7680	0	0				
	TOTAL		11796						

**NOTES:**

~ **Information provided by City of Darebin** – Indicative identification of other strategic opportunity sites (other than Preston Market) that may accommodate population growth. It is acknowledged that there is difficulty in projecting the ‘likelihood’ for development of these sites in the short and medium term, however all the sites listed allow residential use with no particularly apparent impediments to their redevelopment. Local policy for Strategic Opportunity sites provides sufficient justification for increased density where criteria is met.

\* **Assumptions** - Indicative potential yields from the Strategic Opportunity Sites identified are based the following yield assumptions. This reflects a conservative approach, assuming a ‘baseline’ of 50dw per site and with adjustments for larger sites as set out below:

- 50 dwellings per site of 1000-2000sqm
- 100 dwellings per site up to 4000sqm
- 200 dwellings per site up to 6000sqm
- 300 dwellings per site up to 8000sqm
- 350 dwellings per site greater than 10000sqm

† **Indicative Yields at 344dw/ha** – Indicative yields if the average density of all sites zoned PDZ constructed/under construction are applied

‡ **Indicative Yields at 402dw/ha** - Indicative yields if the average density of all sites zoned PDZ with approvals or already developed are applied.

The ‘PDZ average’ density has been applied to all ‘Strategic Opportunity sites’ including those zoned C1Z and GRZ reflecting the policy direction for increased densities on strategic opportunity sites.

## Appendix 9 Recent 'sold' and current 'for sale' dwellings by size(sqm)

Property	# Bedrooms	Sqm
161-187 & 195 High Street, Preston	1	73
161-187 & 195 High Street, Preston	2	96
161-187 & 195 High Street, Preston	2	96
G03/161-187 High Street Preston, Vic 3072	2	71
106/161-187 High Street	2	77
115/161-187 High Street Preston, Vic 3072	2	79
301/7 Warrs Avenue Preston, Vic 3072	2	92
301/7 Warrs Avenue Preston, Vic 3072	2	92
51 Homer Street, Moonee Ponds	1	56
51 Homer Street, Moonee Ponds	1	61
51 Homer Street, Moonee Ponds	2	69
51 Homer Street, Moonee Ponds	2	117
51 Homer Street, Moonee Ponds	3	134
9-11 Martin Street & 12 Powlett Street, Heidelberg	1	56
9-11 Martin Street & 12 Powlett Street, Heidelberg	1	65
9-11 Martin Street & 12 Powlett Street, Heidelberg	2	75
9-11 Martin Street & 12 Powlett Street, Heidelberg	2	90
70-82 High Street, Preston	1	60
70-82 High Street, Preston	1	65
70-82 High Street, Preston	2	75
70-82 High Street, Preston	2	95
70-82 High Street, Preston	3	120
70-82 High Street, Preston	3	130
3/372 Bell Street Preston	2	93
412/388 Murray Road, Preston	2	84
01B 8 Clinch Preston, Vic 3072	2	91
Median All		82
<b>Average All</b>		<b>85</b>
1 bed Average		73
2 bed Average		87
3 bed Average		128



---

## **TQ Urban Planning**

---