



# Attachment A – Council's Alternate Plan

**Darebin Position on Amendment  
C182dare – Preston Market Precinct**

2 September 2022





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# **1 – EXISTING PRECINCT CONDITIONS**



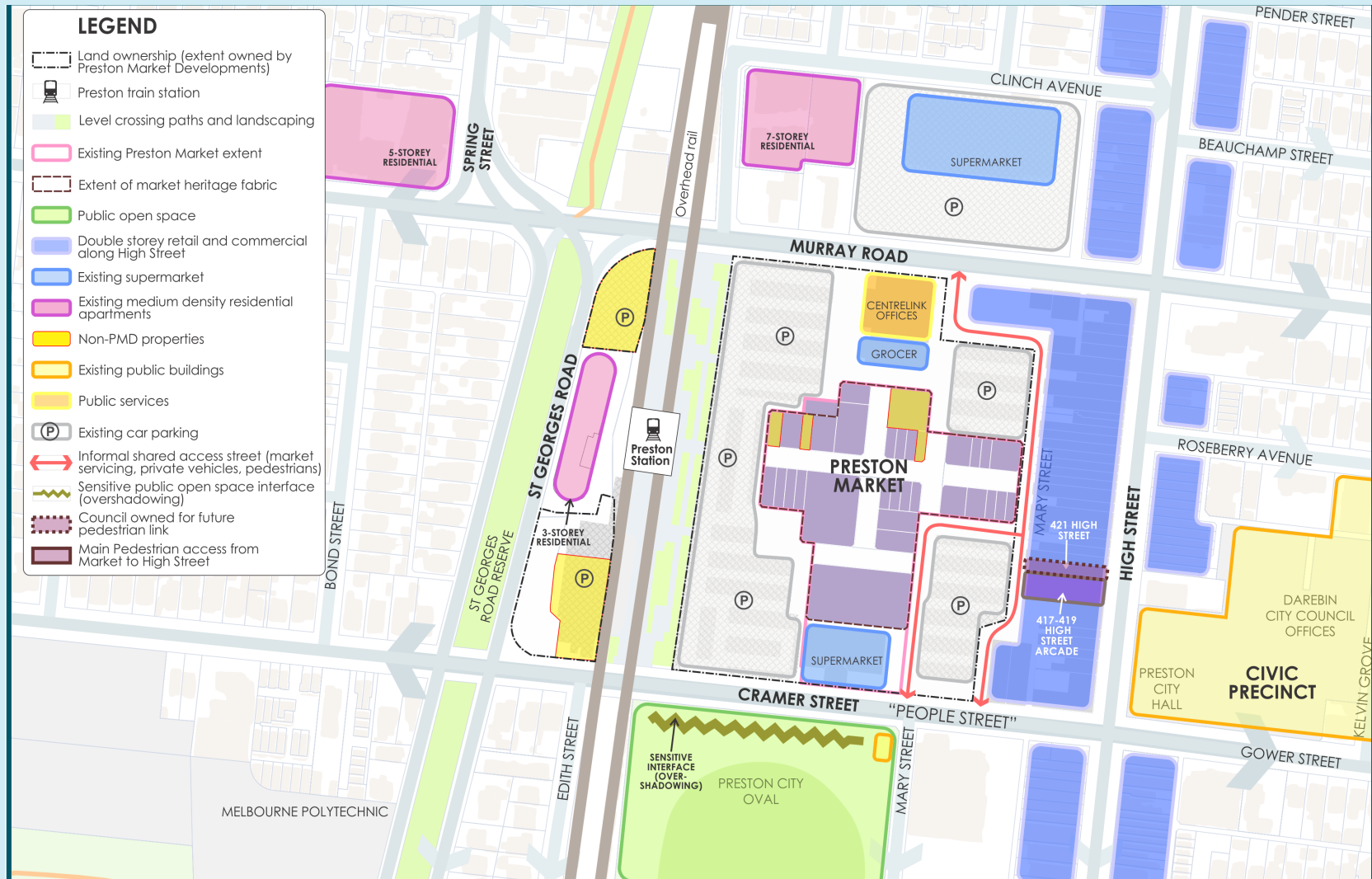
# Precinct Map and Existing Conditions

Total precinct area:  
**51,143m<sup>2</sup>**

Gross market area:  
**13,600m<sup>2</sup>**

PMD owned area:  
**43,832m<sup>2</sup>**

Non-PMD owned  
area: **1,006m<sup>2</sup>**

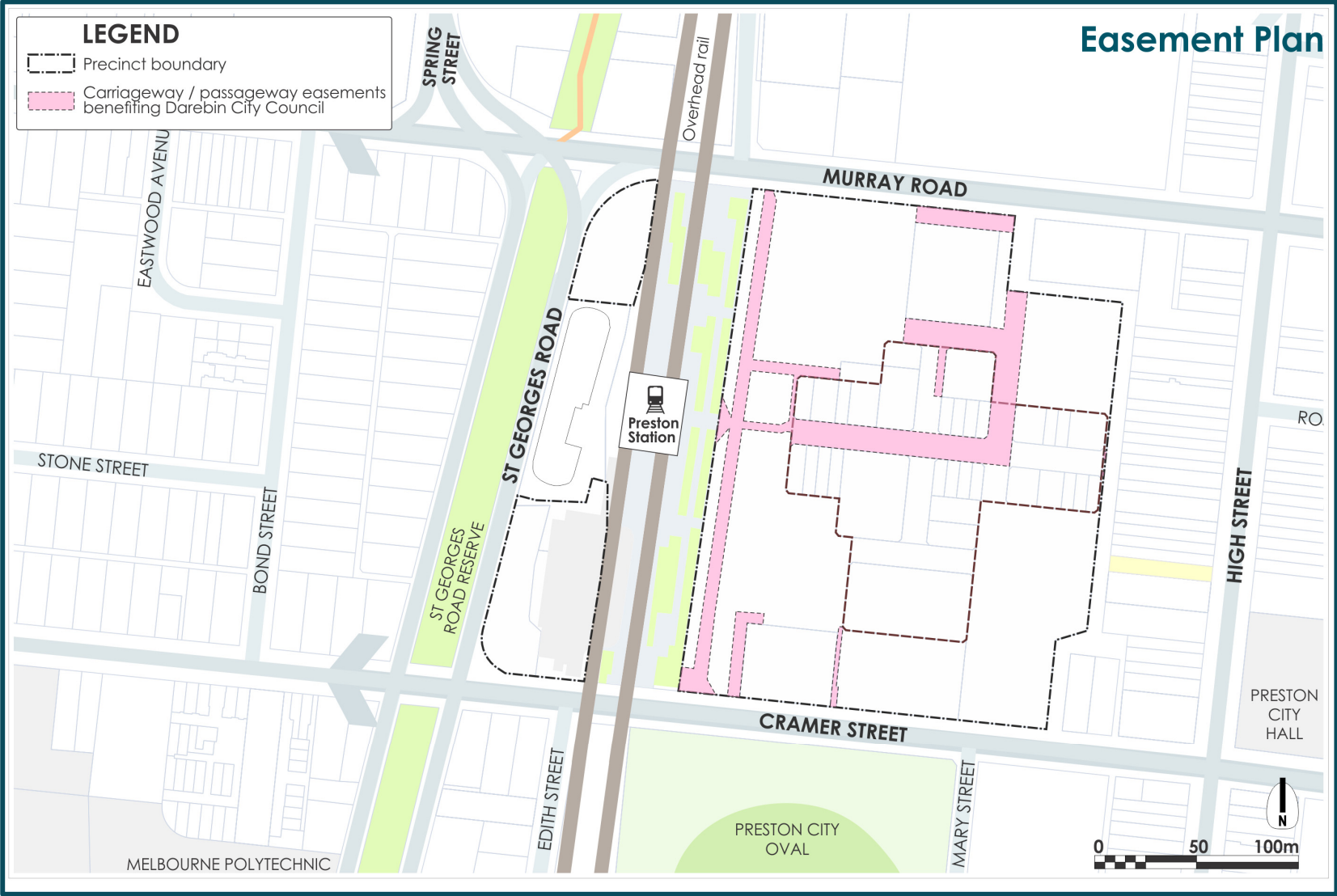






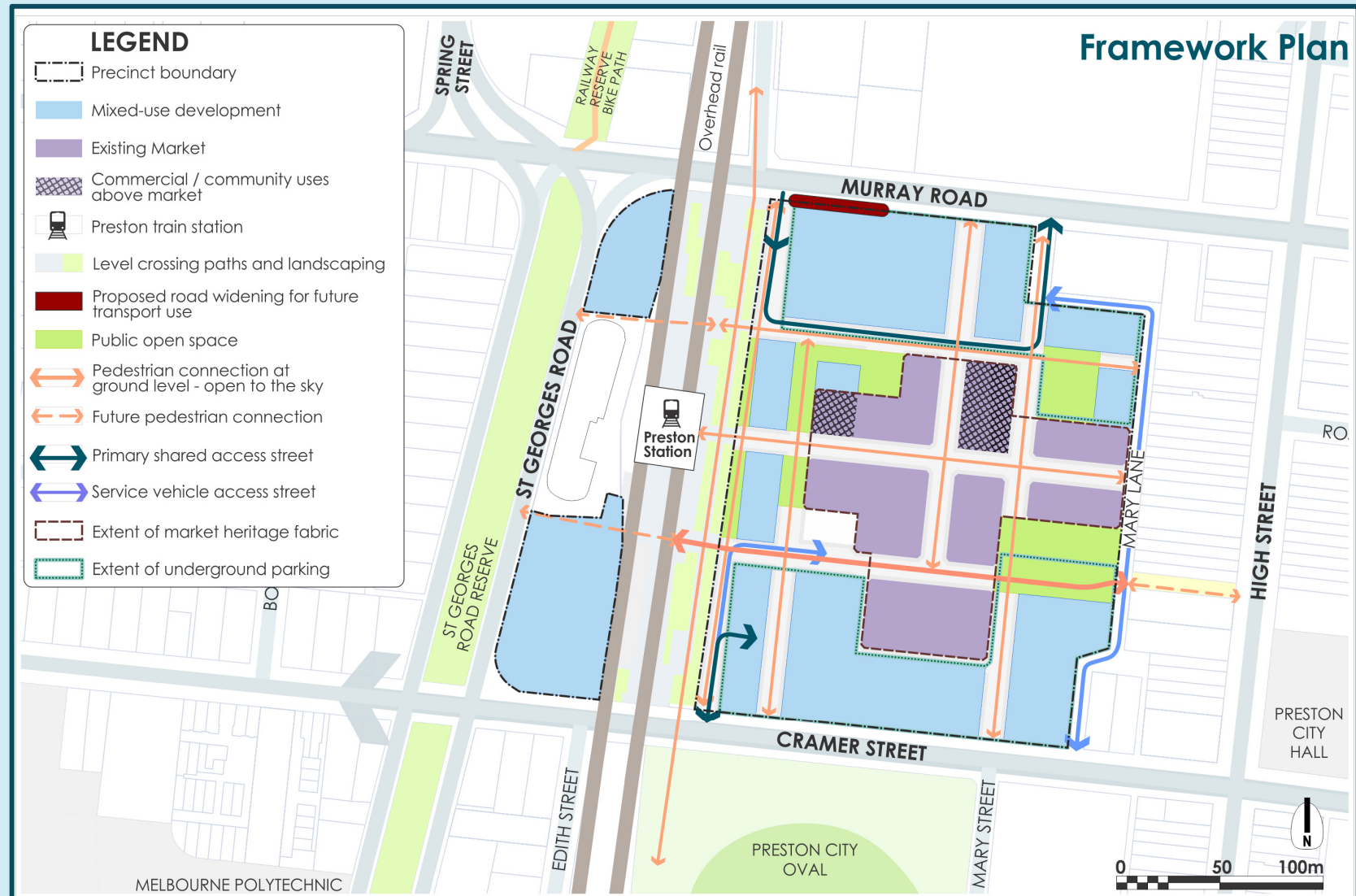
# Easement Plan

Mapped from title:  
'Carriageway' and  
'Passageway' in  
favour of Darebin  
City Council



## **2 – ALTERNATE PLAN COMPARISONS**

# Council Alternate Framework Plan



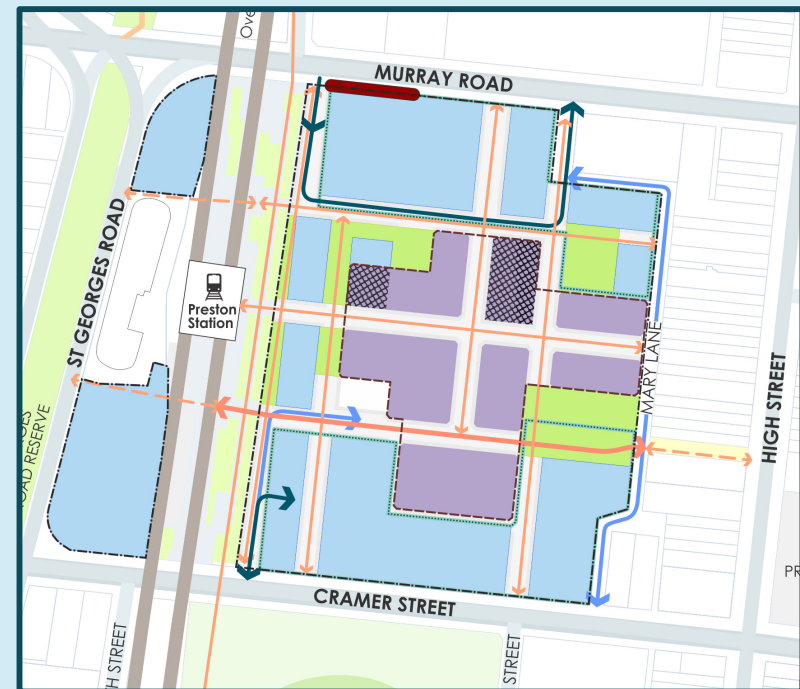


# Framework Plan – Comparison

VPA Framework Plan



Council Alternate Framework Plan

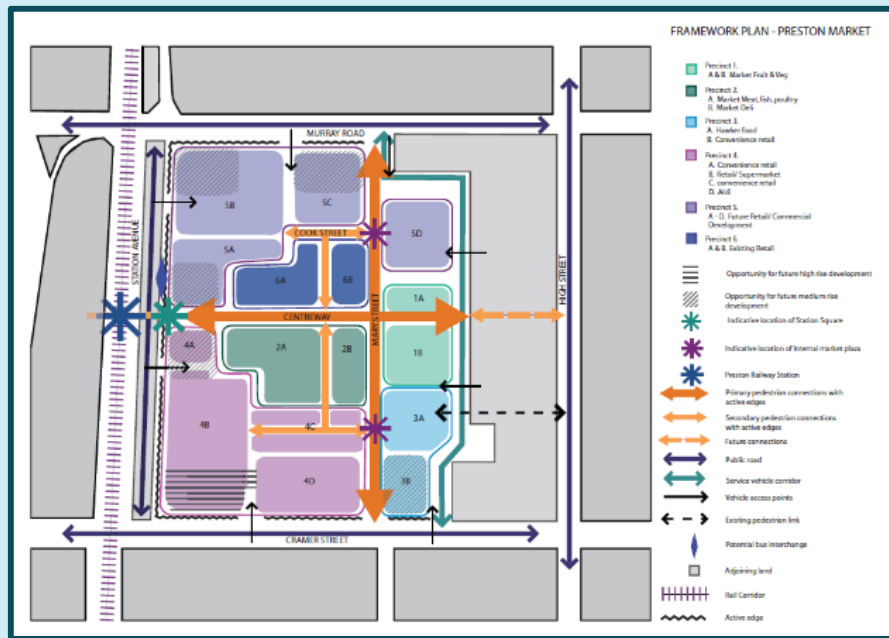


## Key differences:

- Retained central market
- Same yield
- Additional pedestrian connections
- Additional open space
- Improved treatment of market heritage
- Enhanced southern connection

# Existing Framework Plan – Comparison

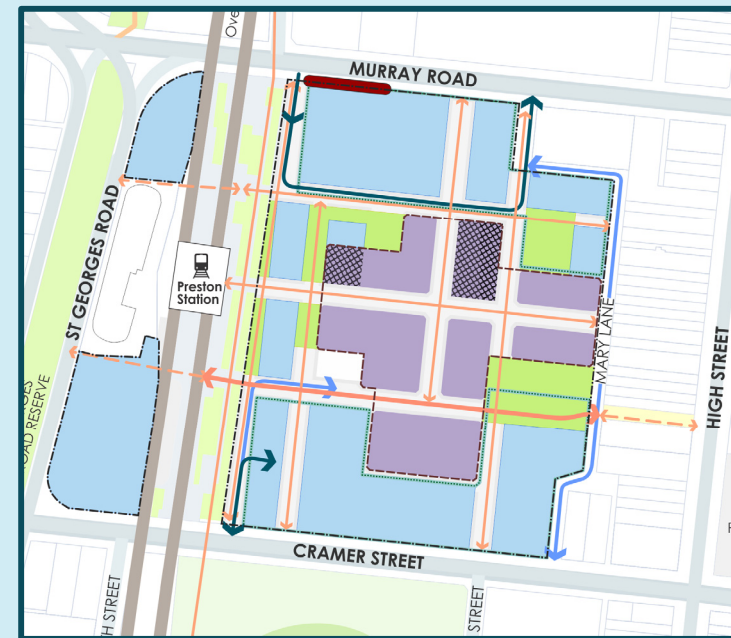
Preston Market – Incorporated Plan, March 2007,  
Salta Properties, Medich Property Group, Urbis JHD



## Key similarities:

- Retained central market – same deli and fresh food market areas
- Retained independent retail shops in place
- No building over Centreway
- Single storey over some of market
- Similar street network
- 2 x cruciform heritage intersections

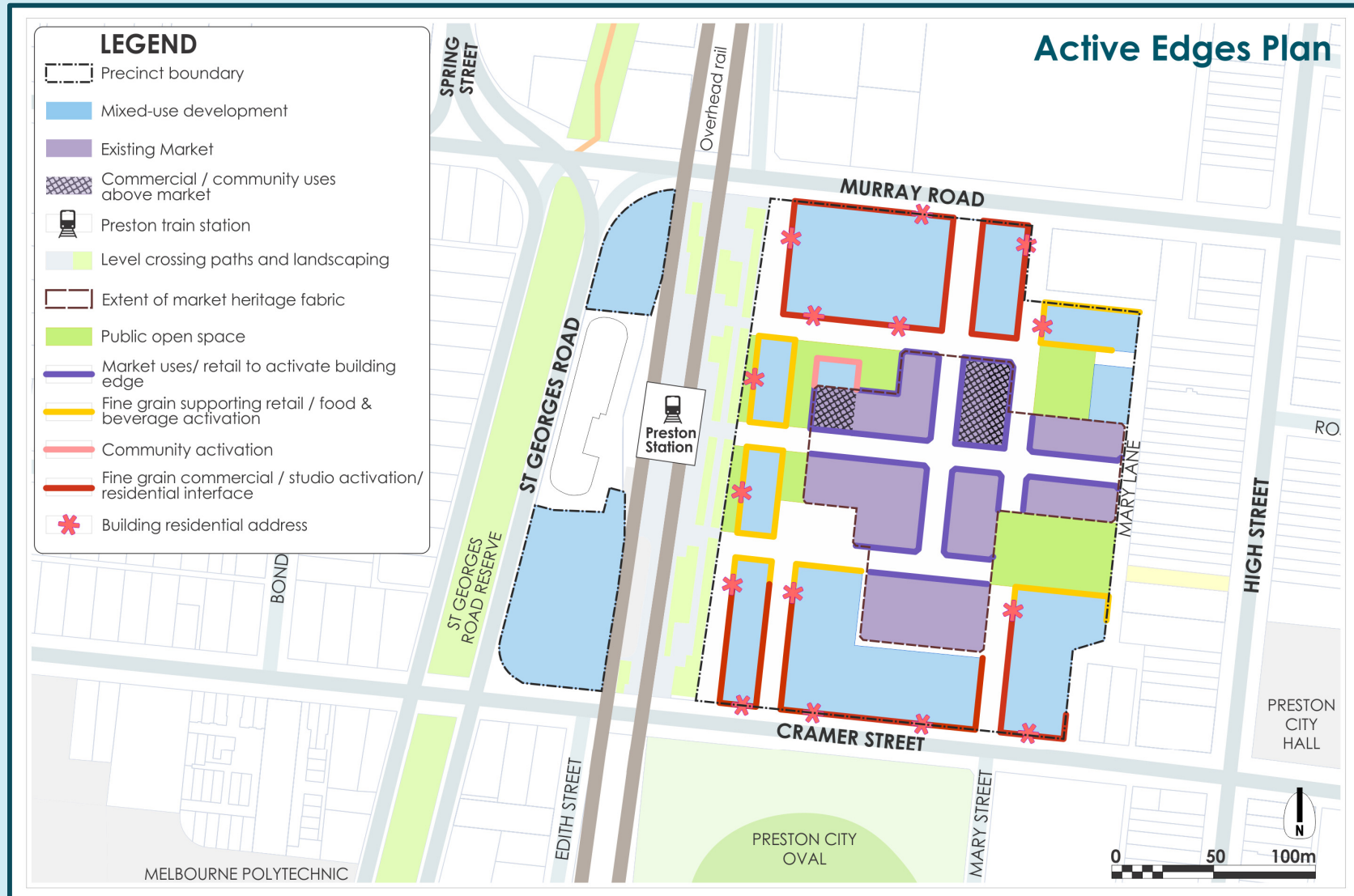
Council Alternate Framework Plan



## Key differences:

- Is more sensitive to market's heritage significance with no building above
- Distributes similar yield around the market
- Defined open spaces
- Clearer market servicing
- Improved transport direction
- Clearer built form controls to improve amenity and design
- Mandatory density cap

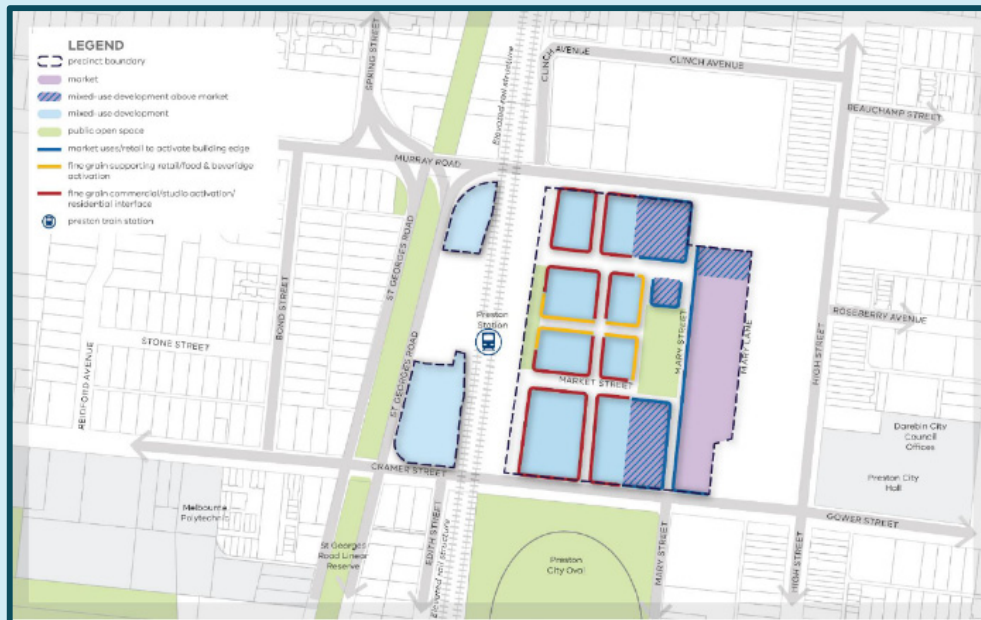
# Council Alternate Land Use and Activation Plan



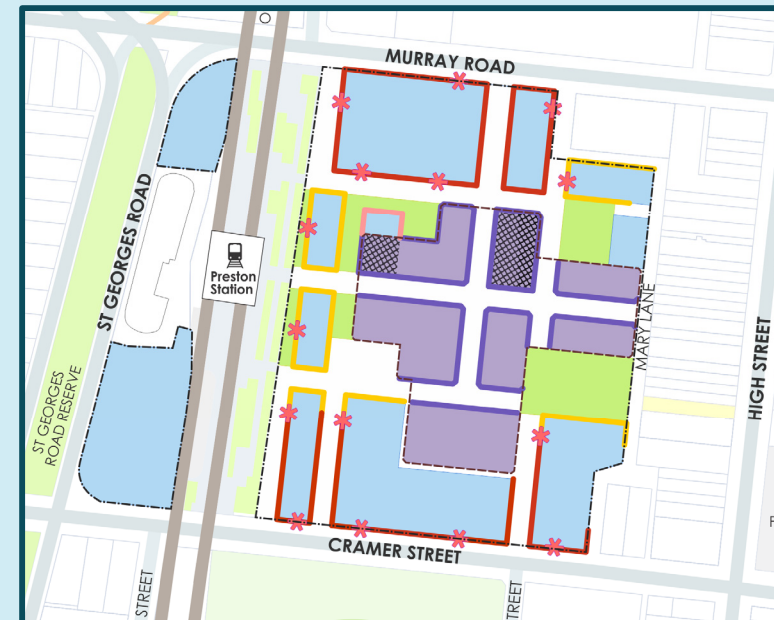


# Land Use and Activation Plan - Comparison

VPA Land Use and Activation Plan

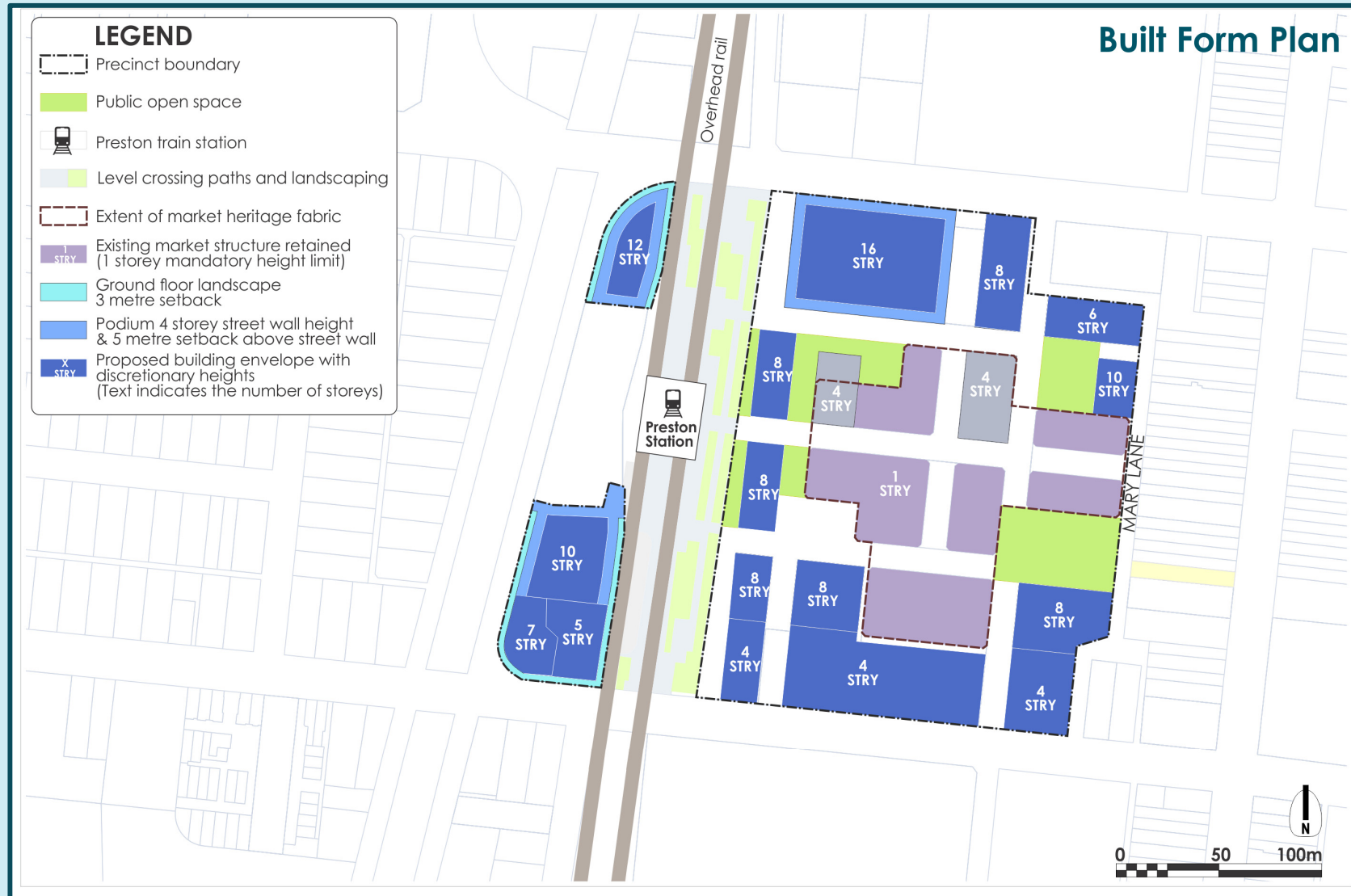


Council Alternate Land Use and Activation Plan

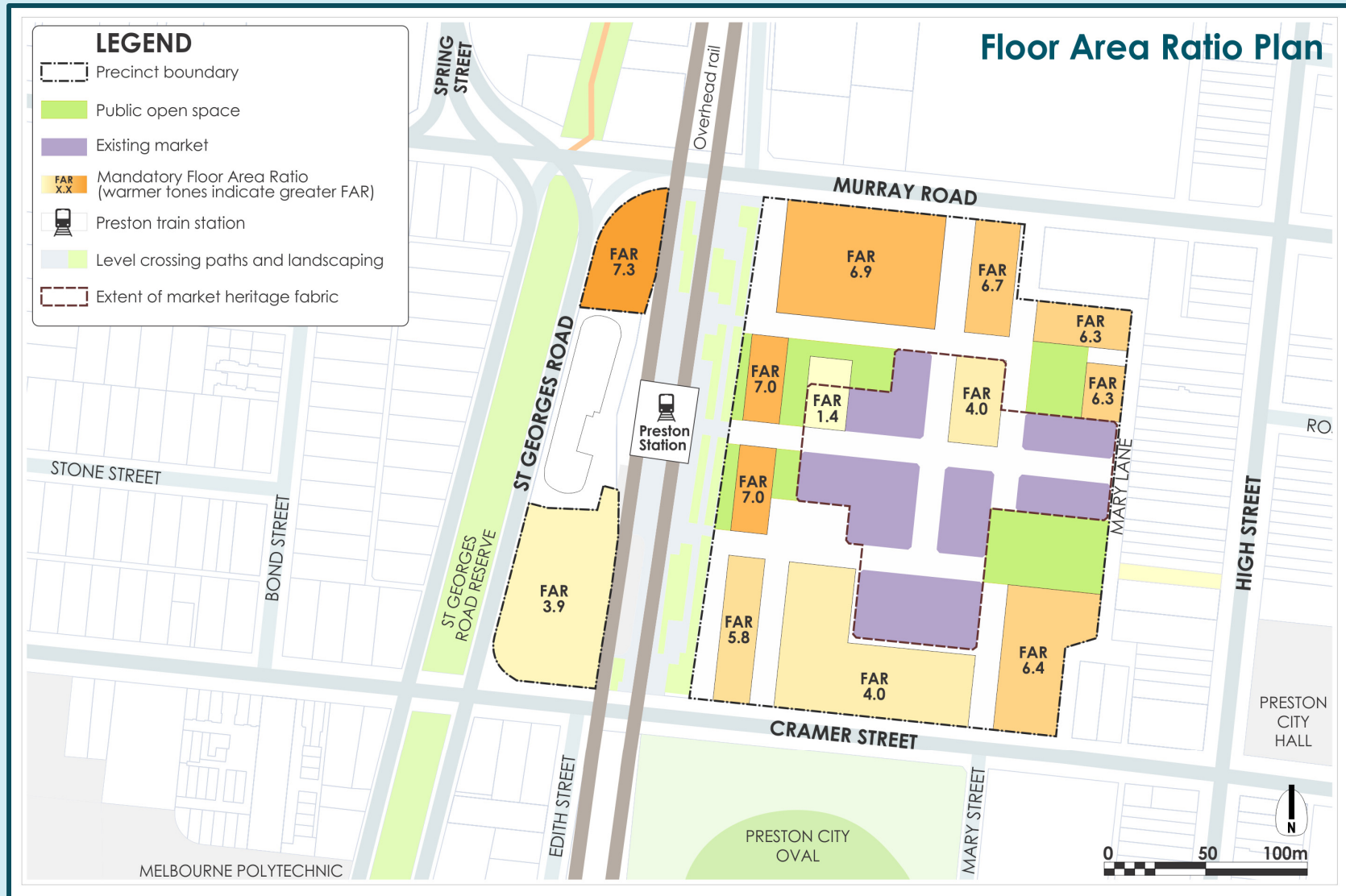


## Key differences:

- Retained central market, with activated edges
- Inactive for outer market walls with heritage significance
- Added residential building address
- Southern E-W street primary retail and market activation



# Council Alternate Built Form and Design – FAR Plan





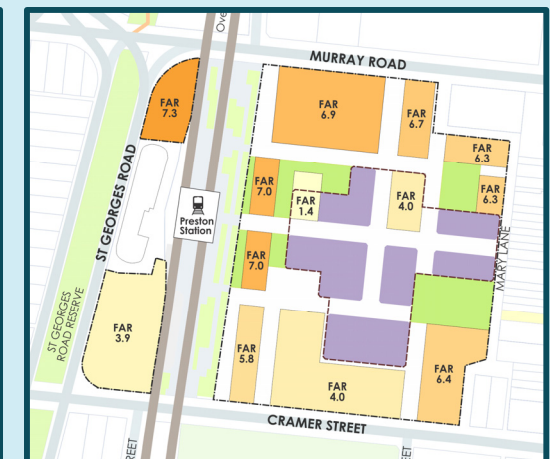
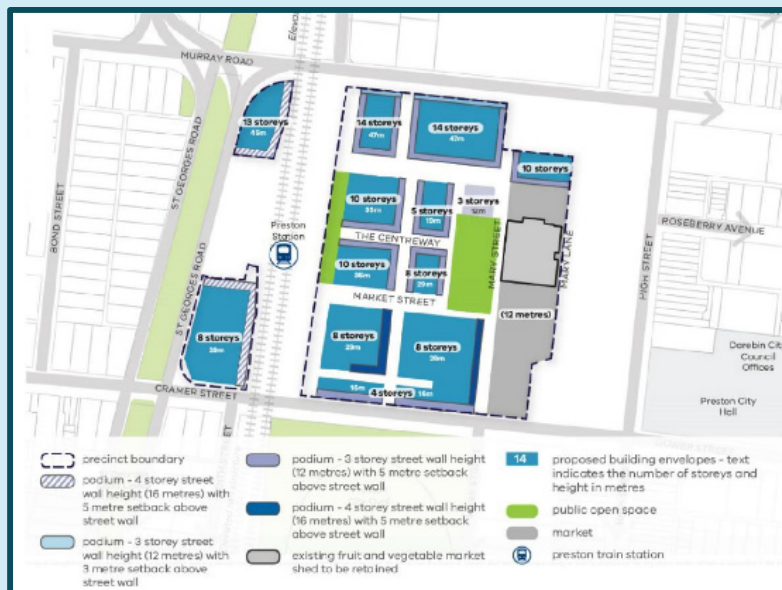
# Built Form and Design Plans – Comparison

## Council Alternate Built Form and Design Plans

### VPA Built Form and Design Plan

### Heights Plan

### FAR Plan

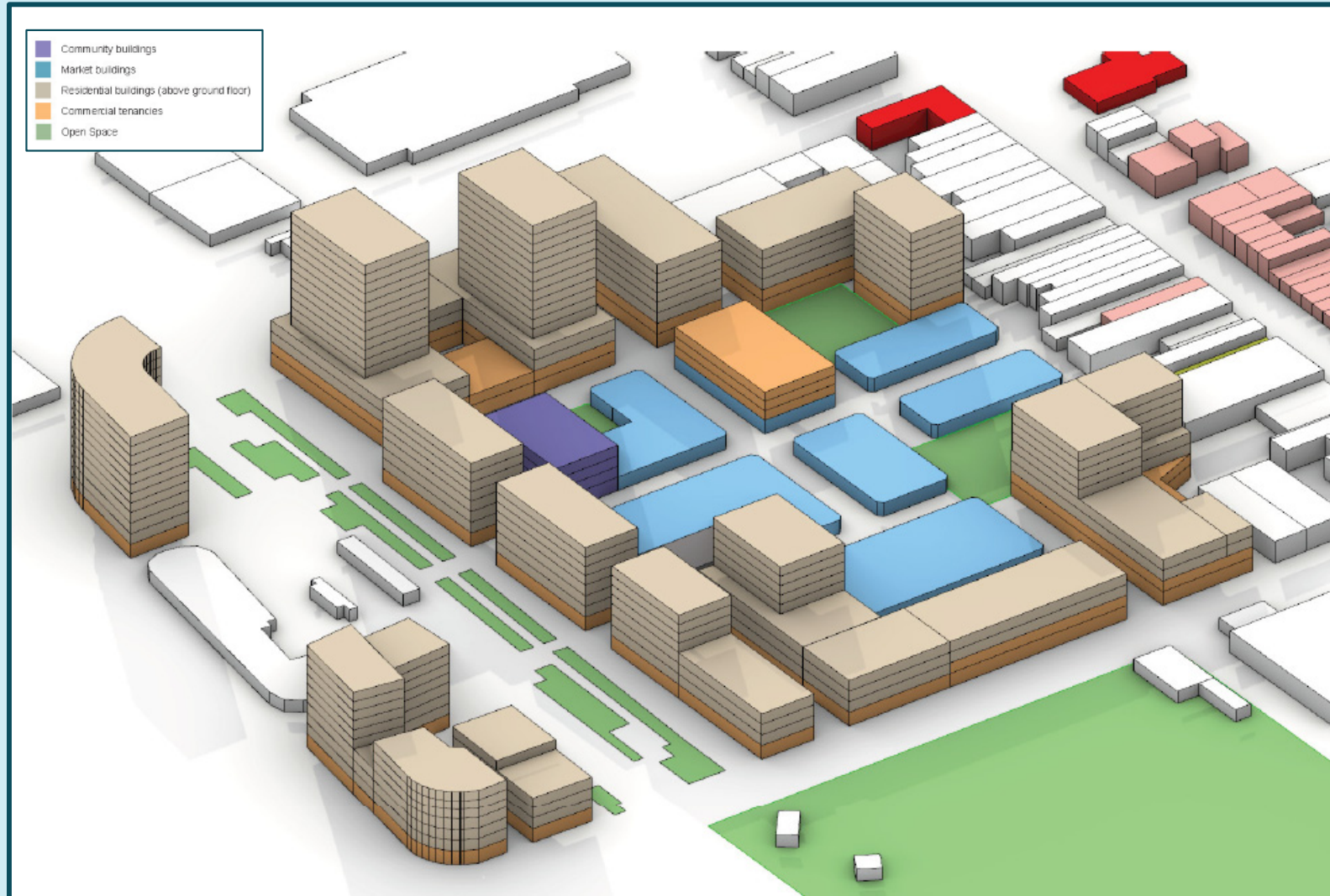


### Key differences:

- Retains central market, adds 1-storey mandatory height limit
- Changes from mandatory to discretionary heights, with mandatory FAR to improve design of buildings
- Stronger overshadowing controls
- Building separation controls
- Improved variety of building typology - some blocks higher, some lower, fewer prescribed setbacks

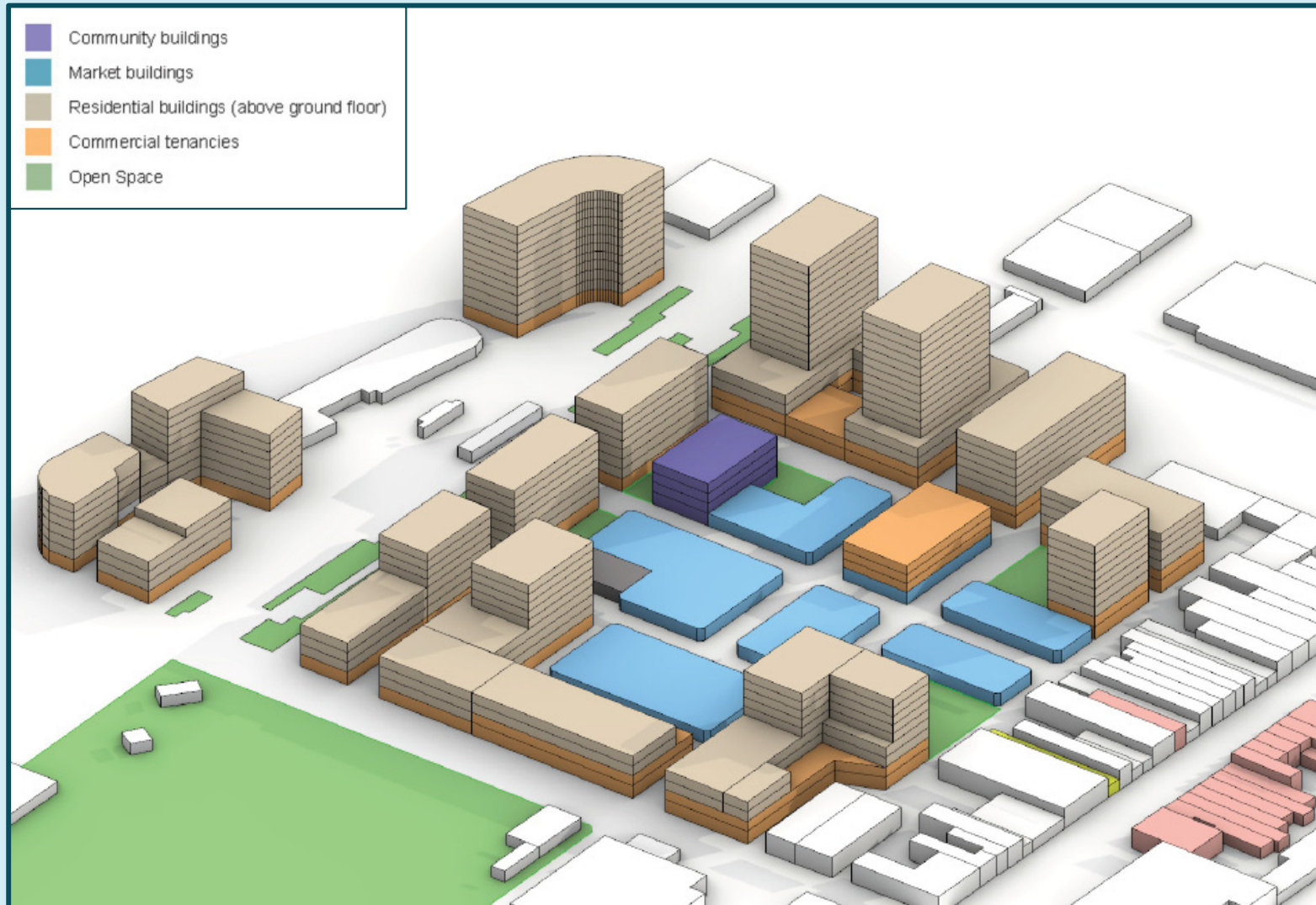
# Council Built Form and Design – Model 1

Perspective from south-west



# Council Built Form and Design – Model 2

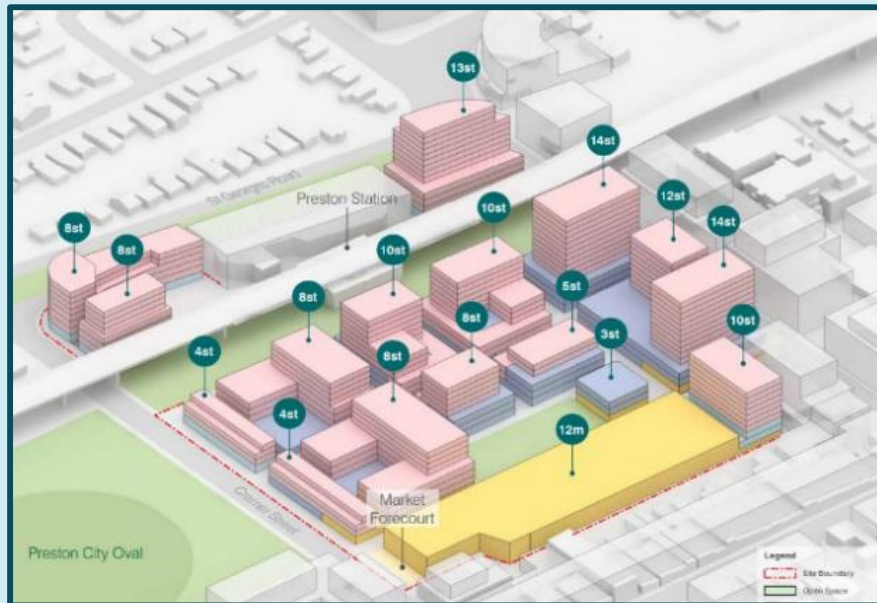
Perspective from south-east



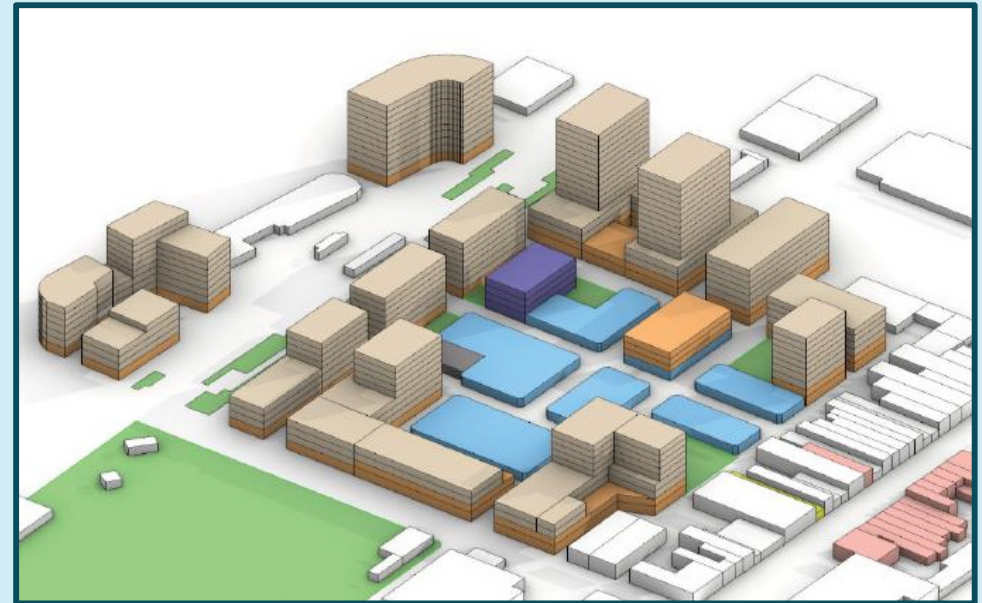


# Built Form and Design – Model – Comparison

VPA Model Plan



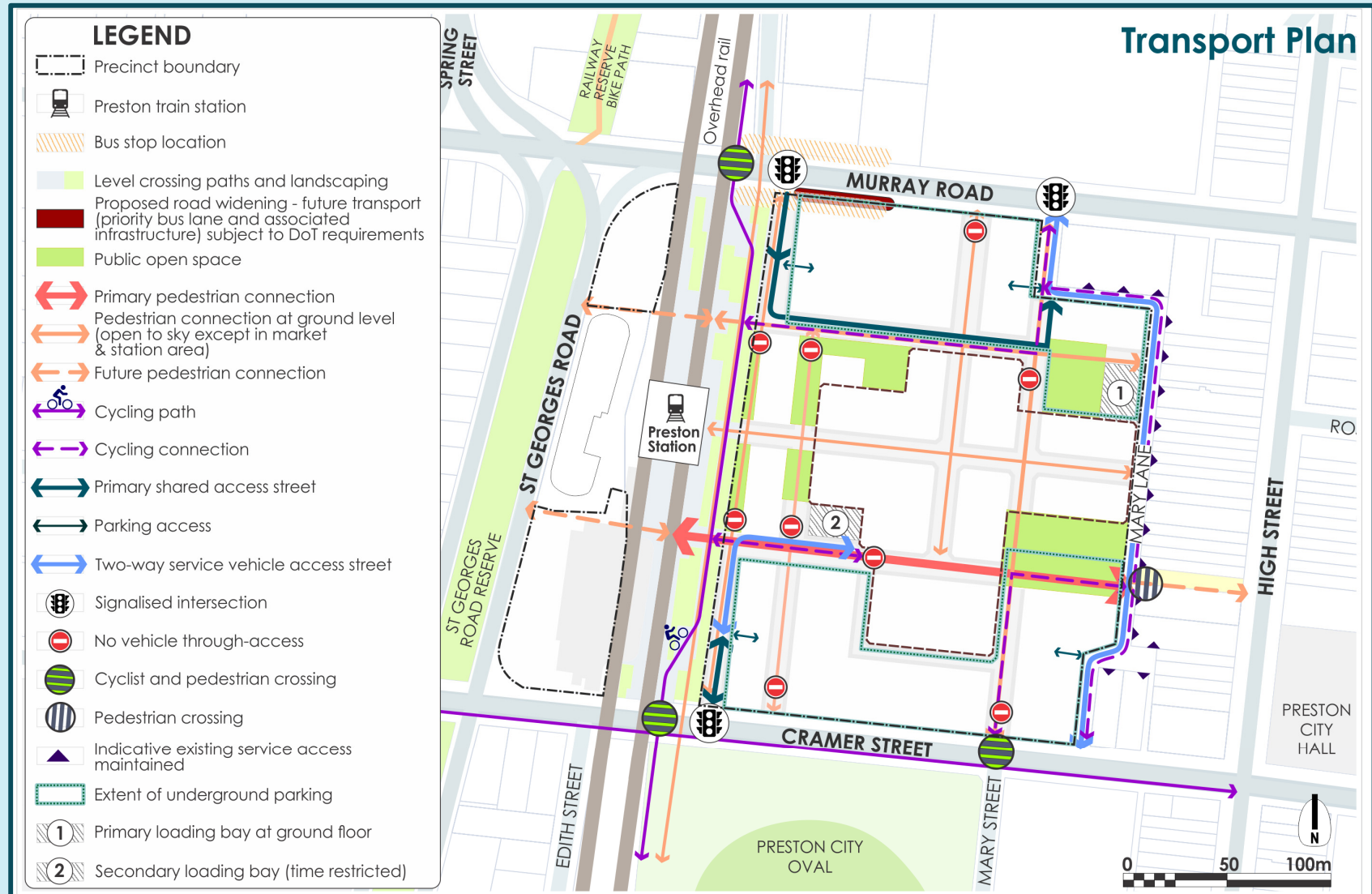
Council Model Plan (south – east)



## Key differences:

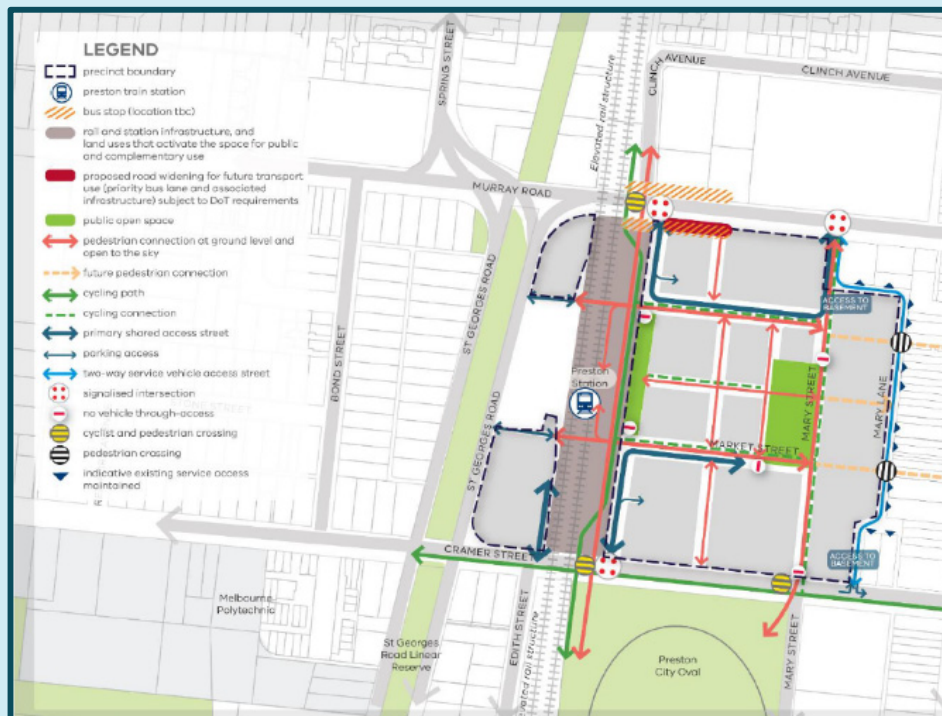
- Retains central market and builds on existing street network
- More fine grain pedestrian network for improved circulation
- Slightly higher heights to the north-west, and lower elsewhere
- Improved variety of building typology
- Improved overshadowing controls for Preston Oval
- More open space on site

# Council Alternate Access Movement and Car Parking Plan

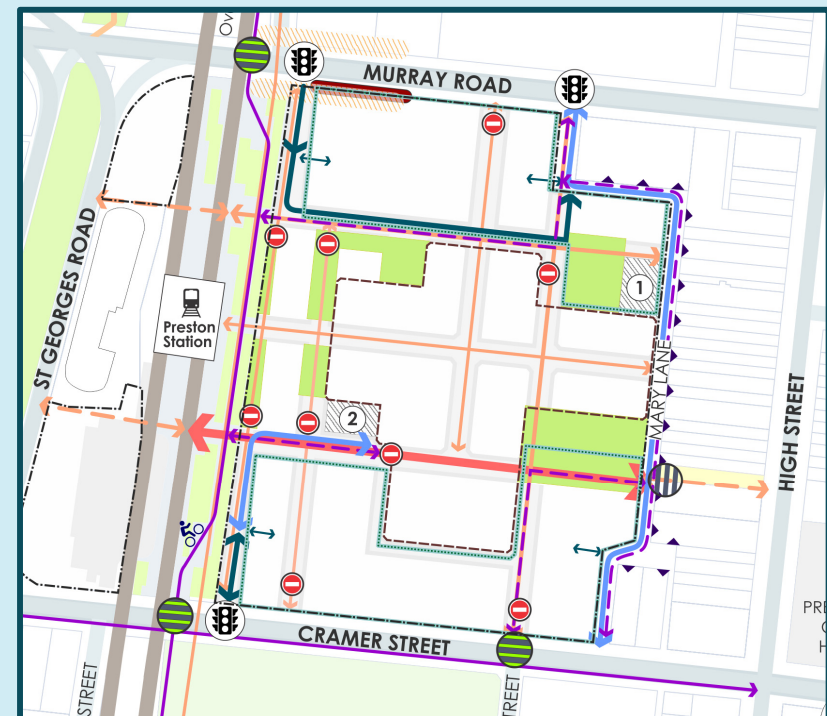


# Access Movement and Car Parking Plan - Comparison

VPA Plan



Council Alternate Plan



## Key differences:

- Loading bays for market are clear
- Car parking basement locations defined
- Clear heritage cruciform intersections and current circulation patterns retained
- Less vehicular traffic on southern E-W street
- One less zebra crossing on northern part of Mary Lane
- No vehicle access through the market and centre of precinct
- Additional N-S pedestrian connections
- No cycling through the market

## **3 – KEY METRICS COMPARISONS**





## Differences in Metrics – Housing and Floorspace

### VPA Proposed

	Dwellings
<b>Residential Total</b>	1,200
	GFA
<b>Retail, Entertainment and Other</b>	27,500m <sup>2</sup>
<b>Office</b>	5,000m <sup>2</sup>
<b>Market</b>	12,700m <sup>2</sup>
	Requirement
<b>Affordable Housing</b>	Equivalent to 1.8% social and affordable housing contribution at nil consideration
<b>Dwelling diversity</b>	No requirement

### Council Proposed

	Dwellings
<b>Residential Total</b>	Approx 1,200 (higher number of dwellings with VPA bedroom typology, lower number of dwellings with Council's preferred typology but same number of people)
	GFA
<b>Retail, Entertainment and Other</b>	27,500m <sup>2</sup>
<b>Office</b>	5,000m <sup>2</sup>
<b>Market</b>	13,600m <sup>2</sup>
	Requirement
<b>Affordable Housing</b>	4.7% social and affordable housing contribution at nil consideration
<b>Dwelling diversity</b>	30% 3+ bedroom apartments designed for families



# Differences in Metrics – Open Space

## VPA Proposed

Open Space Definition	Open Space	Open Space Area
<b>Central POS</b> – (Not overshadow more than 50% at Winter Solstice between 11am and 2pm.)	Min 35m x 78m	Min 2,730m <sup>2</sup>
<b>Preston Oval</b> – (Not overshadow 100% of the playing surface of the Preston City Oval when measured between the hours of 11am and 2pm on 21 June)	-	-
<b>Total Public Open Space</b>	10% contribution, 8% Land, 2% Cash	Min. 3,810m <sup>2</sup>

## Council Proposed

Open Space Definition	Open Space	Open Space Area
<b>Central POS</b> – (Not overshadow more than 50% at Winter Solstice between 10am and 3pm.)	One larger open space – min dimension of 30m, min area - 1,500m <sup>2</sup>  Additional smaller pocket parks	Min 4,370m <sup>2</sup>
<b>Preston Oval</b> – (Not overshadow any of Preston City Oval (including open space between the Oval and Cramer Street) when measured between the hours of 10am and 3pm on 21 June;	-	-
<b>Total Public Open Space</b>	10% land	min. 4,370m <sup>2</sup>



# Differences in Metrics – Parking

## VPA Proposed

Use	Car Parking Rate
<b>Dwellings</b>	1 bedroom – 0.5/dw 2 bedroom – 0.8/dw 3 bedroom – 1.0/dw
<b>Market</b>	3.5/100m <sup>2</sup> LFA
<b>Other Retail</b>	3.5/100m <sup>2</sup> LFA
<b>Office</b>	1/100m <sup>2</sup> LFA

## Council Proposed

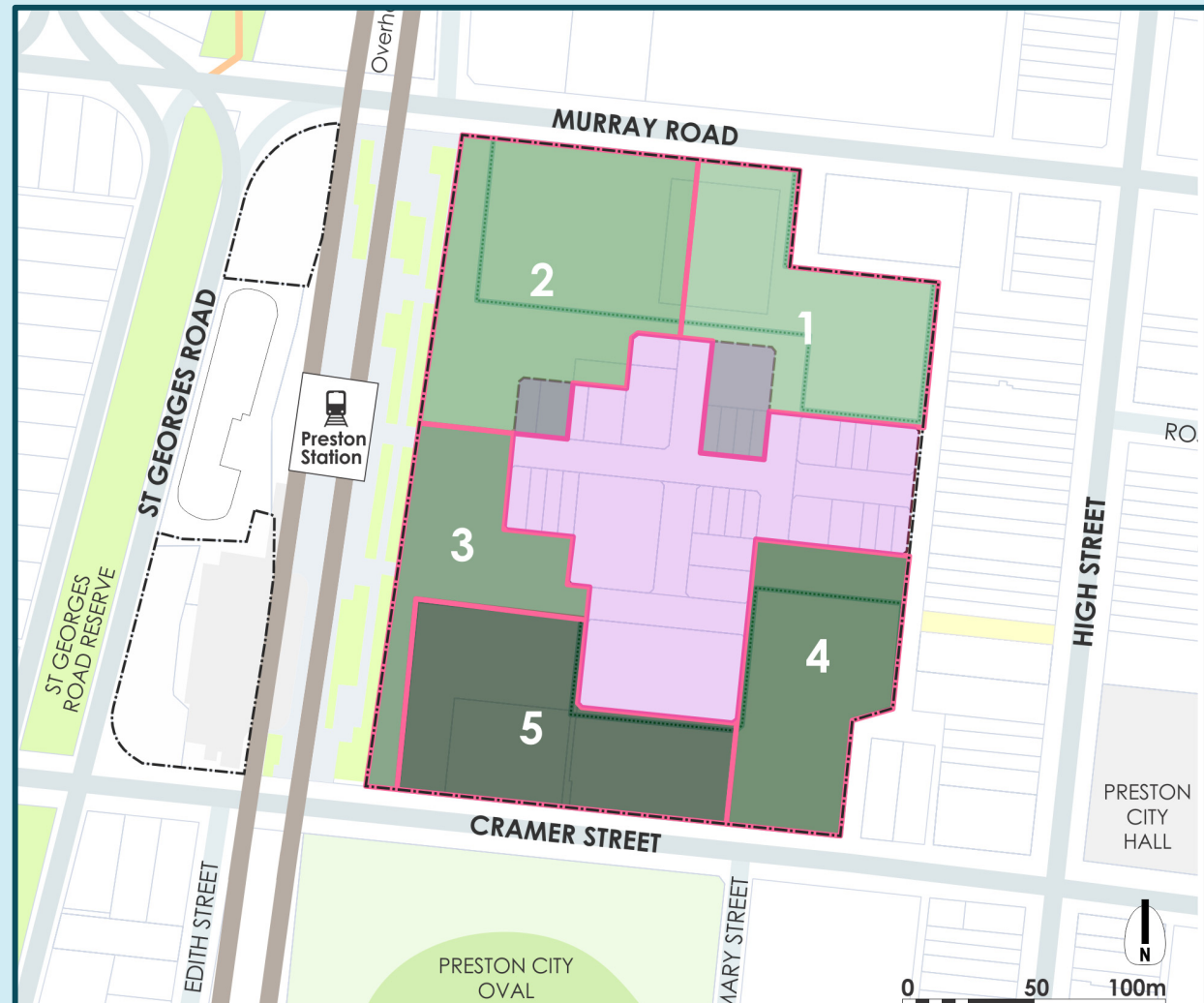
Use	Car Parking Rate
<b>Dwellings</b>	1 bedroom – 0.5/dw 2 bedroom – 0.8/dw 3 bedroom – 1.0/dw
<b>Market</b>	3.5/100m <sup>2</sup> and No less than 763 spaces for Market & Other Retail combined
<b>Other Retail</b>	2.5/100m <sup>2</sup>
<b>Office</b>	0.5/100m <sup>2</sup>

## **4 – PRECINCT STAGING**



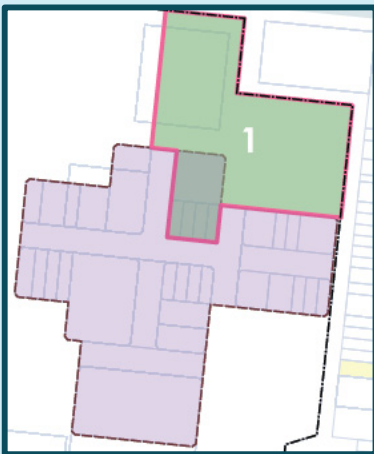
# Council Staging Plan

- Stage 1 – North East
- Stage 2 – North West
- Stage 3 – East and West
- Stage 4 – South East
- Stage 5 – South West

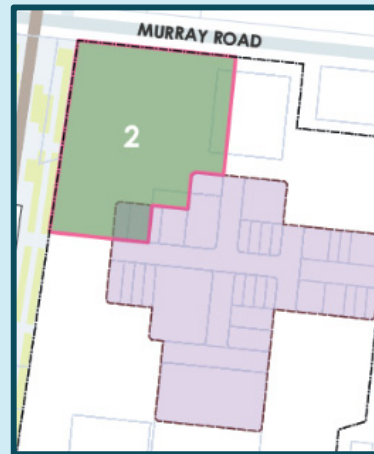


# Council Staging Sequence

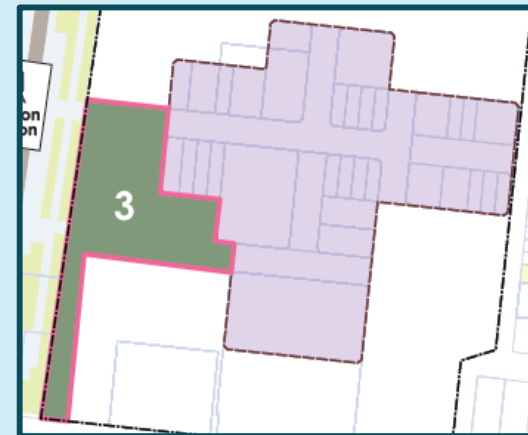
Stage 1 – North East



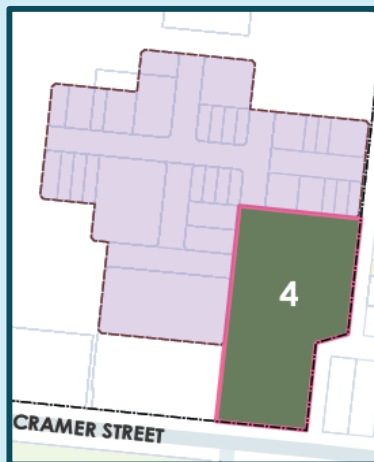
Stage 2 – North West



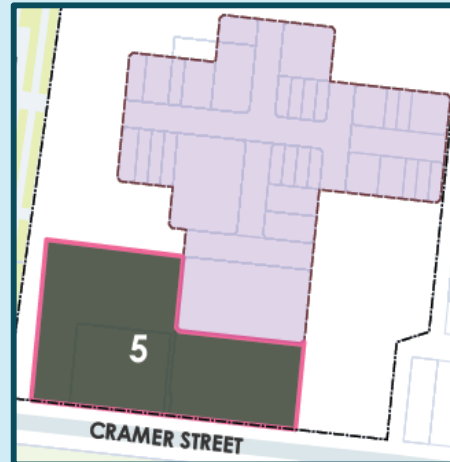
Stage 3 – East and West



Stage 4 – South East



Stage 5 – South West





# Staging Overview

- Traders to remain in place throughout construction with retained market.
- Staged construction of both the north and south underground carparks.
- At the completion of each stage streetscape is complete with lots ready for development.
- Completed street interface handed back to Council at completion of each stage.
- Underground carparks opened at the end of each stage to service the market.
- Maintaining pedestrian access from each side of market during construction phase.
- Road network within development needs to cater for construction traffic through construction phase to each site. For example, capable of taking truck movements etc.
- Existing market delivery / back of house location to remain to avoid significant changes to market operations.
- Maintaining ongoing access to existing market delivery / back of house location throughout construction.
- New service vehicle road constructed within Stage 3 to provide access to back of house area in south west corner.

## **5 – COUNCIL RENDERS**



# Council Render 1

Perspective from east (artist interpretation)



*\*Since these renders have been prepared, there have been minor changes to the layout and heights in Council's plan, however the renders still reflect the substance of Council's plan*



# Council Render 2

Approach from station / west along centreway (artist interpretation)



*\*Since these renders have been prepared, there have been minor changes to the layout and heights in Council's plan, however the renders still reflect the substance of Council's plan*

