



Village Bell Preston

Development Plan

Development Plan Submission

Prepared by:

Hayball Architects PTY LTD

In conjunction with:

MAB

Contour Town Planners

Taylor. Cullity. Lethlean

MAB

hayball

Contour*
Town Planners

W
WOOD & GRIEVE ENGINEERS

T.C.L
TAYLOR.CULLITY.LETHLEAN

DALTON
CONSULTING
ENGINEERS

GTA consultants

Contents

1.0	Introduction	4	7.0	Construction Management Plan	27
1.1	Vision for Village Bell, Preston	4			
1.2	Development Plan Overview	6	8.0	Ecologically Sustainable Development Strategy	30
1.3	Development Plan Content	6			
2.0	Relevant Planning Provisions	7	9.0	Housing Diversity	31
2.1	Zoning and Overlays	7			
3.0	Site Analysis	12	10.0	Services & Infrastructure	33
3.1	Site Location	12			
3.2	Site Features	13	11.0	Land Use & Design Principles	34
4.0	Development Plan	14	11.1	Use & Activation - Stokes/Penola	34
4.1	Vision	14	11.1	Use & Activation - Oakover	35
4.2	Concept Plan	15	11.2	Density - Stokes / Penola	36
4.3	Key Features	15	11.2	Density - Oakover	37
4.4	Village Bell Concept Plan	16	11.3	Building Height & Setbacks - Stokes / Penola	38
4.5	Design Principles	17	11.3	Building Height & Setbacks - Oakover	39
5.0	Integrated Transport & Traffic Management	20	11.4	Building Heights & Anticipated Dwelling Yield	40
6.0	Landscape & Public Realm Concept Plan	22	11.5	Shadow Studies - Stokes / Penola	42
			11.5	Shadow Studies - Oakover	46
			11.6	Interfaces/Equitable Development - Stokes / Penola	50
			11.6	Interfaces/Equitable Development - Oakover	51
			11.7	Amenity - Internal & External - Stokes / Penola	52
			11.7	Amenity - Internal & External - Oakover	53
			11.8	Architectural Quality	54
			11.9	Building & Vehicle Access - Stokes / Penola	56
			11.9	Building & Vehicle Access - Oakover	57

1.0 Introduction

1.1 Vision for Village Bell, Preston



‘Village Bell’ at Preston will deliver two significant new residential developments within the Bell Station precinct of Preston, intimately connected to their local contexts and with new buildings and spaces which create a warm character and a strong sense of place for residents and visitors alike.

This response regenerates and revitalizes previously under-utilised Social Housing sites into vibrant, attractive, energised, and interesting mixed-tenure precincts that deliver a wide range of building typologies and associated spaces.

The design intent of the project is to provide distinctive public spaces and urban landscapes which will be seamlessly integrated into the new surrounding ‘urban village’ as envisioned under the Development Plan Overlay (DPO). The need for the project to acknowledge future adjacent development and to seek opportunities from future relationships has been an important part of the design strategy. The project has been considered as a key element within a greater whole, a catalyst which will ‘seed’ future opportunities for improved place making and a lively urban realm in this part of Preston.

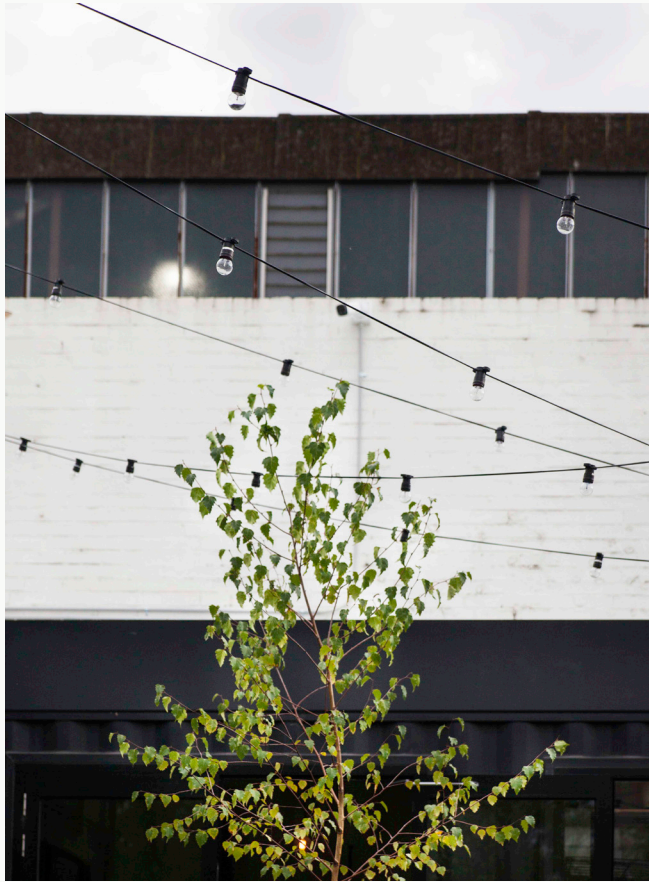
As part of the Public Housing Renewal Program, and through an innovative partnership between MAB and HousingFirst, the project will provide a variety of new social and market dwellings to support a diverse community.

To deliver an inspiring, connected and integrated precincts, where Social Housing blends with private housing, masterplanning for the two sites has sought to identify and capitalise on the sites’ unique attributes and opportunities, stemming from either existing conditions or future possibilities. Designing a high quality spatial armature around strong place making principles has been a pre-requisite of the masterplans. The team shares a commitment to quality outcomes

constantly referencing the opportunities offered to the eventual participants/ users i.e. people who are working in, living in, visiting, passing through this place will be our priority.

The clear definition of public, communal and private spaces is considered vital and all sites have been carefully composed to ensure that a variety of appropriate and safe settings are available for residents which will encourage social interactions whilst maintaining privacy where appropriate. The design objective is to deliver new places with a strong overall identity and a coherent architectural language of subtlety and variety which is specific to the Preston context. Together, the design team shares a passion for housing and a sensibility about amenity and ‘livability’ which has driven the composition and architectural response.

Subtle variety in architectural elements and material palettes is conceived as an expression of the variety present in the residents and ideas of ‘my home’, ‘my building’, ‘my street’, each with a clear identity with which individual residents may associate.



1.0 Introduction (Cont'd)

1.2 Development Plan Overview

The area referred to as Oakover Village, West Preston (generally bound by Oakover Road to the south, Austral Ave to the west, Railway Place to the east and a variable boundary to the north, is affected by a Development Plan Overlay – Schedule 11 (DPO11) of the Darebin Planning Scheme.

This Development Plan applies to six sites located within the DPO11 area – refer Figure 4.0 which form part of the Public Housing Renewal Project (PHRP) which seeks to deliver a range of public and private housing. The sites affected by this Development Plan are located within Sub-precincts 1, 2 and 4 on Figure 5: Concept Plan forming part of DPO11.

The Oakover Village Precinct is identified in Clause 21.03 (Housing) of the Darebin Planning Scheme as a 'Substantial Housing Change Area' and is located within a 'Strategic Development Precinct'. Local policy relating to Substantial Change Areas promotes increased residential densities and increased housing diversity and recognises that the built form character of these areas will evolve overtime.

1.3 Development Plan Content

The Development Plan will guide the future use and development of land within the subject sites and is generally consistent with the Concept Plan for Oakover Village forming part of Schedule 11 to the Development Plan Overlay. The Development Plan has been prepared cognisant of existing and anticipated development on adjoining properties and provides for integration with neighbouring areas.

The Development Plan has been informed by various background documents which have been prepared in respect of the site. These documents include:

- A Transport and Traffic Impact Assessment prepared by GTA Consultants.
- A Housing Diversity Report prepared by ASR Research Pty Ltd.
- An Infrastructure Services Report prepared by Dalton Consulting Engineers (DCE).
- An Ecologically Sustainable Development (ESD) Strategy prepared by Wood & Grieve Engineers.



Figure 1.0

2.0 Relevant Planning Provisions

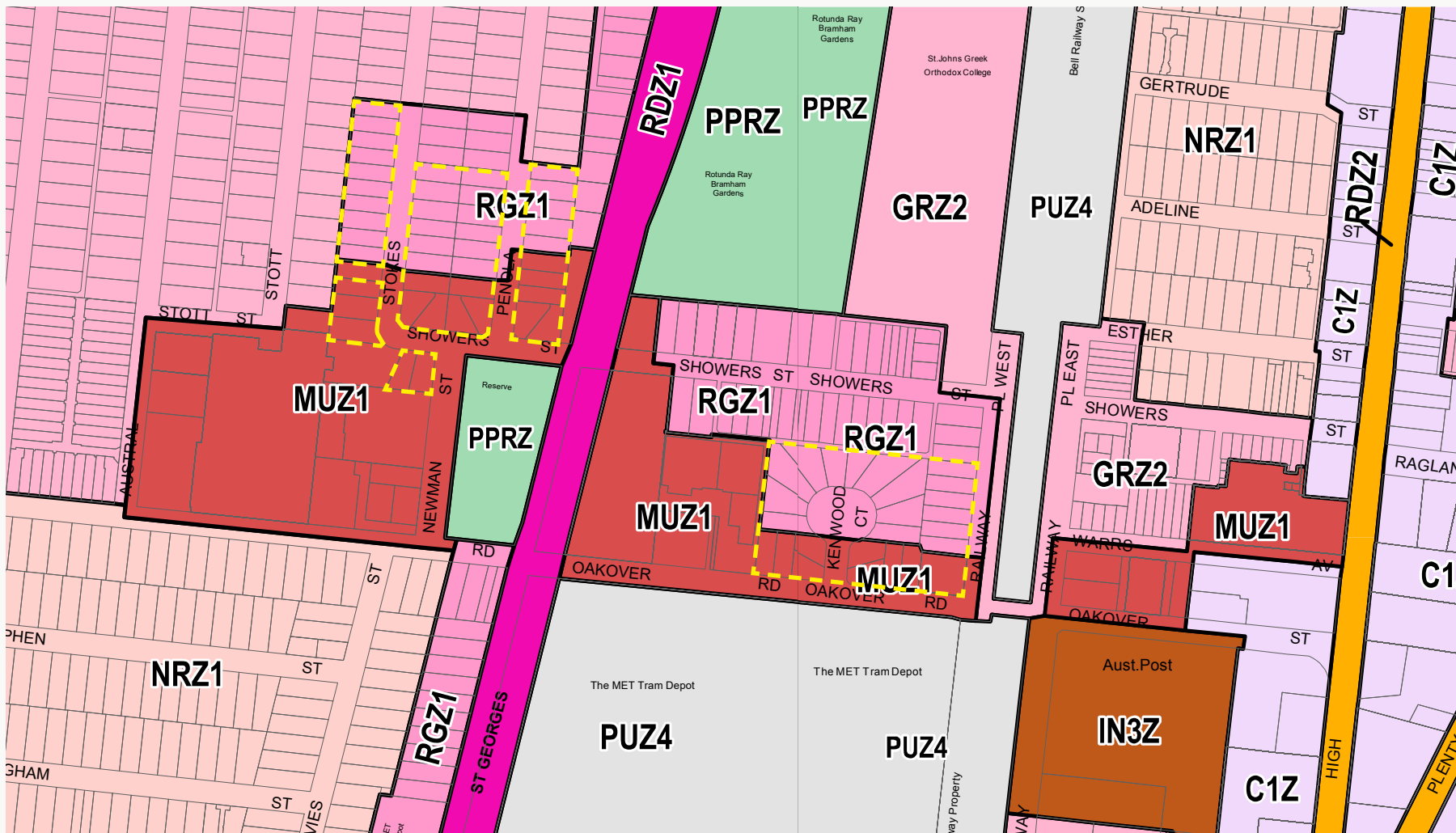


Figure 2.0

ZONES

2.1 Zoning and Overlays

Zoning

The land located in Sub-precinct 1 & 4 are zoned part Residential Growth Zone (RGZ1) and part Mixed Use Zone (MUZ1).

The purpose of the Residential Growth Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide housing at increased densities in buildings up to and including four storey buildings.*
- *To encourage a diversity of housing types in locations offering good access to services and transport including activity centres and town centres.*
- *To encourage a scale of development that provides a transition between areas of more intensive use and development and other residential areas.*
- *To ensure residential development achieves design objectives specified in a schedule to this zone.*
- *To allow educational, recreational, religious, community and a limited range of other non-residential uses to serve local community needs in appropriate locations.*

The purpose of the Mixed Use Zone is:

- *To implement the Municipal Planning Strategy and the Planning Policy Framework.*
- *To provide for a range of residential, commercial, industrial and other uses which complement the mixed-use function of the locality.*
- *To provide for housing at higher densities.*
- *To encourage development that responds to the existing or preferred neighbourhood character of the area.*
- *To facilitate the use, development and redevelopment of land in accordance with the objectives specified in a schedule to this zone.*

2.0 Relevant Planning Provisions

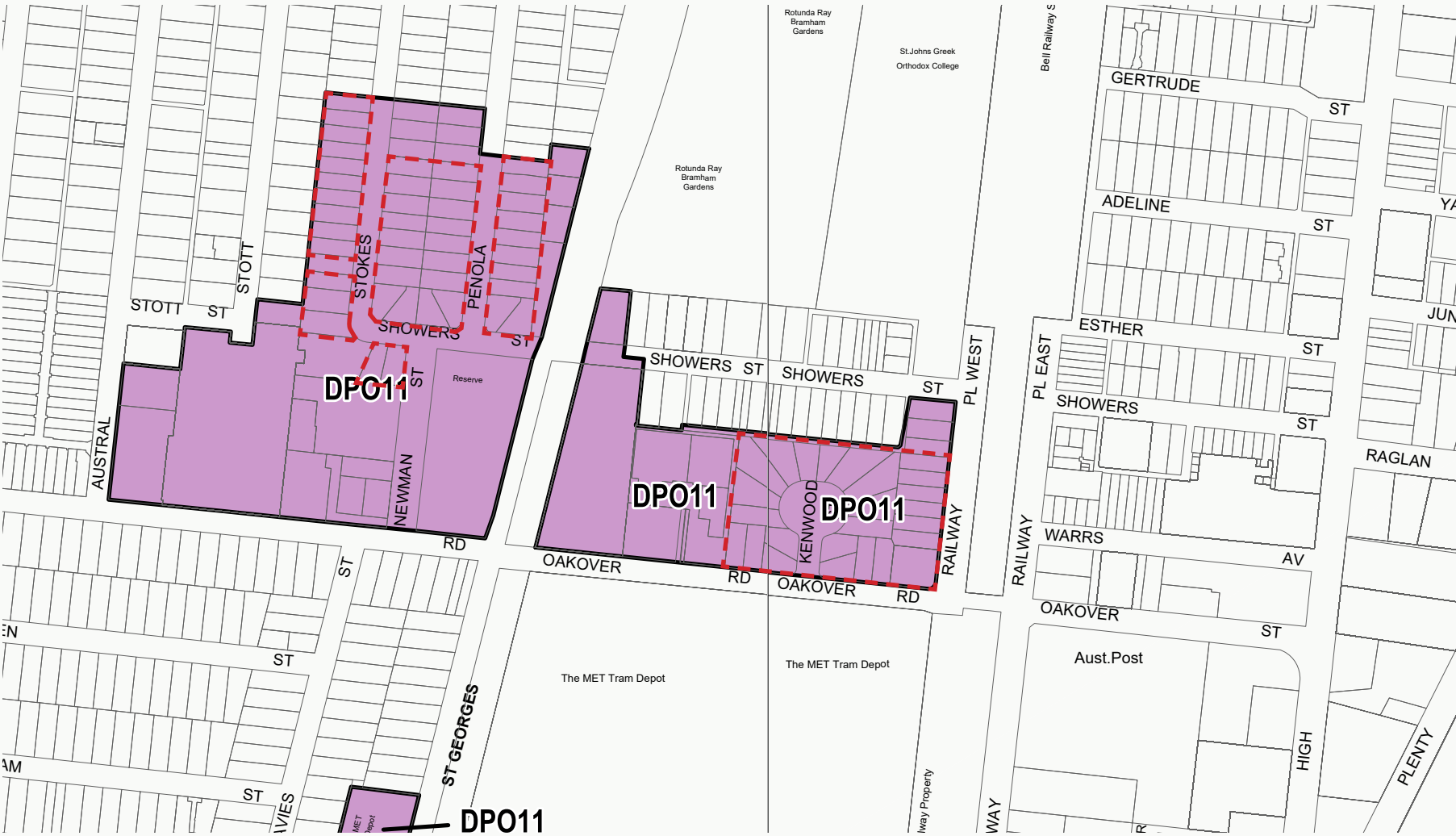


Figure 2.1
DEVELOPMENT PLAN OVERLAY

Overlays

The subject land is covered by the following overlays:

- Development Plan Overlay - Schedule 11
- Special Building Overlay (part) - Relevant to sub-precinct 1 & 2
- Environmental Audit Overlay (part) - Relevant to sub-precinct 2

Development Plan Overlay – Schedule 11

The purpose of this overlay includes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.
- To exempt an application from notice and review if a development plan has been prepared to the satisfaction of the responsible authority.

The objectives of Schedule 11 – Oakover Village, West Preston are:

To create a high amenity urban village through a coordinated and staged redevelopment approach that provides services and amenities for the local area.

To ensure that the future use and development leverages the locational advantages of individual sites and the precinct (in particular Bell Train Station, Newman Reserve, Ray Bramham Gardens, schools and Tram Routes).

To encourage the use and development of the site for appropriate residential, commercial, retail, service and related uses that will increase the economic and social functions of the centre in accordance with the sub-precinct objectives of this Schedule.

To take advantage of the strategic position of the site by providing for a mix of residential densities including high density residential development.

To provide for efficient and logical staging of land use and development change within the site.

To provide for development in a form which achieves a high quality built form and urban environment.

2.0. Relevant Planning Provisions

To incorporate Environmentally Sustainable Development (ESD) measures to aid in the reduction of energy and water consumption, the generation of waste, greenhouse emissions and achieve ESD best practice.

To ensure design is site responsive and has regard for the equitable development of adjoining sites including the positive amenity and passive design outcomes for future development.

To ensure development provides a transition in height and massing to surrounding lower scale form and within the precinct where appropriate.

To provide for adequate building separation to maximise daylight, outlook and ventilation for existing and future development and manage overlooking between buildings.

To ensure new development achieves an appropriate interface with the public realm and provides outlooks and passive surveillance from common and private areas within the development to the adjacent public realm.

To integrate landscape design and public art into new development including opportunities for creation of green roofs and green walls and for retention or planting of trees with spreading crowns.

To consider and respond to the overshadowing effects of new development on Newman Reserve.

To prioritise pedestrian movement through the precinct and to surrounding key destinations and create a safe, continuous and clearly defined pedestrian environment.

To promote urban legibility, public access and wayfinding to and through the site including clear, legible and safe access to residential development (including residential development at upper levels).

To manage impacts on safety and efficiency of the surrounding road network.

To encourage the provision of communal shared infrastructure and joint solutions, including but not limited to drainage, car parking, pedestrian and road access, power and telecommunications.

To encourage the consolidation of lots to maximise development flexibility and efficiency.

To consider and respond to the impacts of overland flooding and site contamination.

The sites affected by this Development Plan are located within Sub-precincts 1, 2 and 4 where the following objectives apply:

Sub-precinct 1: Penola / Stokes

Uses

To provide for higher residential densities accommodating a range of dwelling sizes and types, including a mix of Social / Affordable Housing.

Built form

To incorporate a medium rise, built form that transitions from the higher built form in the Newman Mixed Use sub-precinct to the adjoining low-rise residential area to the north and west.

Sub-precinct 2: Newman Mixed Use

Uses

To create an active commercial area focussed around Newman Reserve and St Georges Road frontages supported by residential apartment / mixed use activity in the western section of the sub-precinct.

Built form

To consolidate higher built form within this sub-precinct utilising high quality, podium tower style development with a consistent setback from southern interfaces within the sub-precinct.

To introduce a north-south road extension from Stott Street to Oakover Road and an east-west pedestrian / road connections, as shown on the Concept Plan in Clause 5.0 of this Schedule, that allow for a finer grain of use and development.

To encourage building setbacks of a minimum of 4 metres to Oakover Road and Austral Avenue. Development should allow for landscaping within the front setbacks (including but not limited to canopy trees, green walls and green roofs) to soften the street edge towards the public realm.

The northern edge of this precinct should have a building street wall of no more than 3 storeys.

Sub-precinct 4: Kenwood Court / Railway Place West

Uses

To support intensification of residential development and provide for active uses at ground level along the Oakover Road frontage.

Built form

To encourage multi-storey, apartment style development through lot consolidation.

2.0 Relevant Planning Provisions



Figure 2.2
SPECIAL BUILDING OVERLAY

Special Building Overlay

The purpose of this overlay includes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land in urban areas liable to inundation by overland flows from the urban drainage system as determined by, or in consultation with, the floodplain management authority.
- To ensure that development maintains the free passage and temporary storage of floodwaters, minimises flood damage, is compatible with the flood hazard and local drainage conditions and will not cause any significant rise in flood level or flow velocity.
- To protect water quality in accordance with the provisions of relevant State Environment Protection Policies, particularly in accordance with Clauses 33 and 35 of the State Environment Protection Policy (Waters of Victoria).

The map displays the Melbourne Central area, featuring a grid of streets and various landmarks. Key streets include Stott St, Showers St, Newman St, St Georges St, Oakover Rd, Kenwood Ct, Railway Pl, and High St. Landmarks such as The MET Tram Depot, Aust. Post, and St. John's Greek Orthodox College are marked. The map uses color-coding: orange buildings are labeled 'EAO', and red dashed lines outline specific areas. The Melbourne Central shopping center and railway station are also indicated.

Figure 2.3

The purpose of this overlay includes:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To ensure that potentially contaminated land is suitable for a use which could be significantly adversely affected by any contamination.

This aerial map illustrates the proposed transit route through the St. Georges Road area in Toronto. The map shows a network of streets, including St. Georges Road, Oakover Road, Dundas Street, and several smaller streets like Stott Street, Stokes Street, Penola Street, and Showers Street. A dashed line represents the proposed transit route, which runs parallel to St. Georges Road and then turns south towards Dundas Street. A solid line indicates the existing transit route. A red circle marks a specific location on the map, likely a station or a key intersection. The map also shows various buildings, including residential houses and larger commercial or institutional structures. A scale bar at the top indicates a distance of 800 meters.

12

Darebin City Council Received 21/05/2020

3.0 Site Analysis (Cont'd)



Figure 3.1

3.2 Site Features

The Stokes/Penola site occupies approximately 1.5 hectares of land located on the western side of St Georges Road, Preston. The land, divided into five lots, abuts Stokes Street, Penola Street, Showers Street and Newman Street. The eastern, northern and western boundaries of the lots abut residential properties. Land on the south eastern corner of Shower and Newman Streets front onto Newman Reserve. Much of the site is currently vacant due to recent demolition of Social Housing, with the exception of a small number of temporary dwellings.

The Oakover site occupies approximately 1.25 hectares of land located on the eastern side of St Georges Road, Preston. The land abuts Oakover Road to the south and Railway Place West to the east. The eastern boundary abuts an industrial property and the northern boundary abuts a laneway providing access to residential properties addressed from Showers Street. The site is currently occupied with low density Social Housing.

Assessment of existing services within both subject sites is included within the Infrastructure Report prepared by DCE dated October 2019.

LEGEND

- Stokes / Penola site
- Oakover site

4.0 Development Plan



4.1 Vision

Local

- ‘Local’ recognises the specific attributes and opportunities of the sites and the potential to build on the creative and vibrant communities of Preston.

Connected

- ‘Village Bell’ will form part of a transformed precinct with improved transport connections and as part of a transition from larger format industrial sites to a finer pattern of mixed-use development. High quality public realm and street networks that encourage connection into established communities will be essential to the success of the emerging precincts.

Diverse

- Melbourne’s North is celebrated for its diversity and inclusiveness. Diversity of dwelling types will support livability and a mixed demographic will be supported by subtle variety in architectural elements and materials.

4.0 Development Plan (Cont'd)

4.2 Concept Plan

The Concept Plan (Figure 4.0) proposes a vibrant neighbourhood with a diverse range of activities, housing types and recreational opportunities for future and nearby existing residents. Key attributes of the proposal include:

- Rehabilitation and regeneration of local long term underdeveloped and undeveloped sites.
- Diverse mix of housing to cater for a variety of household types.
- Mix of residential densities including high density to maximise the strategic position of the sites.
- Transition in heights and massing, with lower fine grain to sensitive existing residential edges, with increased height and density to less sensitive parts of the sites as appropriate.
- Building height and setbacks configured to minimise overshadowing from new development to Newman Reserve.
- Building separation to maximise daylight, outlook and ventilation for existing and future development and manage overlooking between buildings.
- Retail and social nodes fostering social interaction and engagement.
- Usable high value open spaces for the whole community providing outlook and passive surveillance from common and private areas within the development.
- Landscape design and public art integrated into new development.
- Clear wayfinding and pathways to promote public access through the Precinct.
- Cycle connections and pedestrian prioritisation through the Precinct and surrounds encouraging healthy lifestyles.
- New infrastructure and amenities that service the broader community.
- Provision for development which achieves a high-quality built form and urban environment.
- Consideration and response to the impacts of overland flooding and site contamination.
- Incorporation of Environmentally Sustainable Development (ESD) measures to aid in the reduction of energy and water consumption, the generation of waste, greenhouse emissions and achieve ESD best practice.

Each of these features is described in the following section and visually represented on the 'Concept Plan'.

4.3 Key Features

Co-ordinated/Staged Development

- **Staging** to target opportunities to catalyse positive change and activation over the duration of development and to identify key opportunities to focus on early activation ("seeding"). Further details of the project staging are provided in section 7.

Mixed Use

- The development includes a mixture of residential densities and types, including apartments, and townhouses. The development provides for approximately 450-650 dwellings. The majority of dwellings will comprise 1, 2 and 3 bedroom dwellings. Details of each dwelling type, mix and quantity will be generally in accordance with the targets outlined in the Housing Diversity Report.
- Residential uses are supported with commercial uses in limited locations at ground floor level. This includes a mix of local retail and community facilities. Soho units also provide for flexible active uses along primary frontages that can evolve over time.

Movement Systems & Access

- **Transport Links.** The Precinct is well serviced by train with access to stations via Railway Place. The sites will benefit significantly from upgrades to Bell Station and the removal of level crossings at Bell and Oakover Roads. The Precinct is further supported in walking distance via tram and bus networks.
- **Pedestrian & Cycling.** The neighbourhood integrates a series of well-distributed north-south and east-west pedestrian and cycling links. Dedicated off-road cycling paths will also be fixed along key local connector roads.
- **Road Network.** The internal road network has been carefully considered to promote pedestrian and cycling travel. Sensible traffic movement and speeds into and within the site are also proposed. This ensures safe and appropriate vehicle movement is achieved within and surrounding the neighbourhood.

- **Carparking.** A combination of on-street, offstreet car parking, front and rear-loaded garages /carports, basement car parking and/or sleeved podium car parking will be integrated into the development for residents, workers and visitors to the neighbourhood.

Landscape & Public Realm

Local open spaces with a mixture of treatments will define local character and provide opportunities for a range of activities. These include:

- Local open space areas that are neighbourhood parks and linking spaces.
- Links to Newman Reserve and Ray Bramham Gardens for opportunities for larger open space and play.

Streetscape Quality. Streetscapes will be designed to promote permeability and facilitate pedestrian activity and movement, promote Crime Prevention Through Environmental Design (CPTED) and universal design and accessibility principles.

Design Quality

- **Building Amenity.** Appropriate building separation and height to maximise daylight, outlook and ventilation for existing and future development and manage overlooking between buildings. Buildings oriented to optimise solar access to habitable rooms and private open space areas whilst maximising outlooks and opportunities for public surveillance.
- **Material & detail.** Materials to be selected with integrated finishes wherever possible that require minimal ongoing maintenance and will preserve quality over time.

Environmental Sustainable Design (ESD)

The scale and form of the redevelopment offers clear opportunities to pursue a paradigm of sustainable living within a mixed-use urban project through:

- 5 star green star attributes
- 7 star NATHERS rating on average for each apartment building, and a minimum 6 star rating for each townhouse (except SOHO's)
- Robust dwellings with strong amenity.

Configuration of buildings and spaces is efficiently and sustainably composed. Embedded passive design attributes can also be suitably incorporated.

4.0 Development Plan (Cont'd)

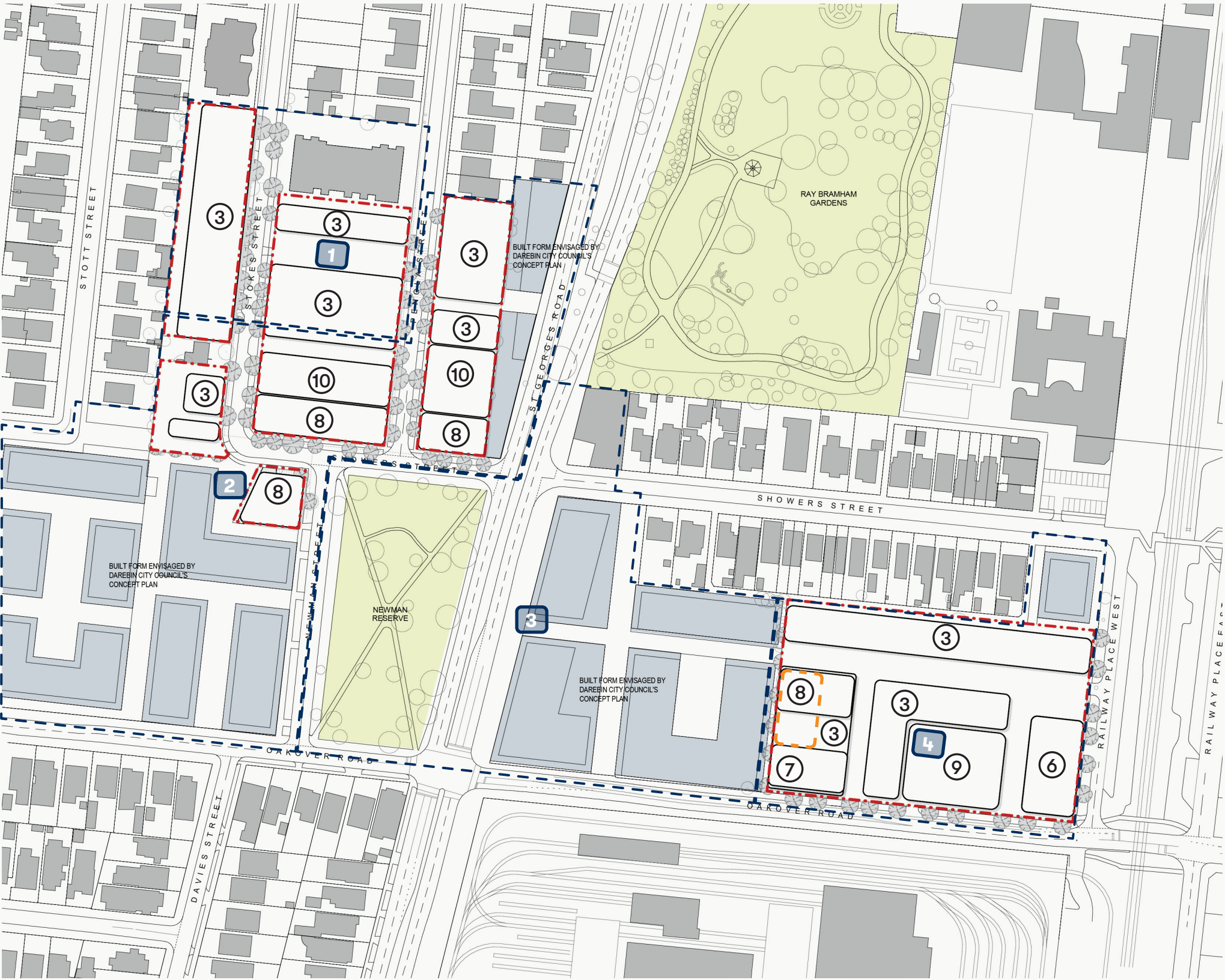











Figure 4.0

4.4 Village Bell Concept Plan

The 'Village Bell Concept Plan' is represented in Figure 4.0 with details of the development described in the following sections of this report.

LEGEND

	Public Park		Site Boundary
	Existing Building		DPO11 Sub-Precinct Boundary
	Darebin City Council Concept Plan		Maximum Building Height (Storeys)
	Proposed Building Envelope Zone		DPO11 Sub-Precinct No.
	Alternate Envelope of 8 Storey Building		

4.0 Development Plan (Cont'd)

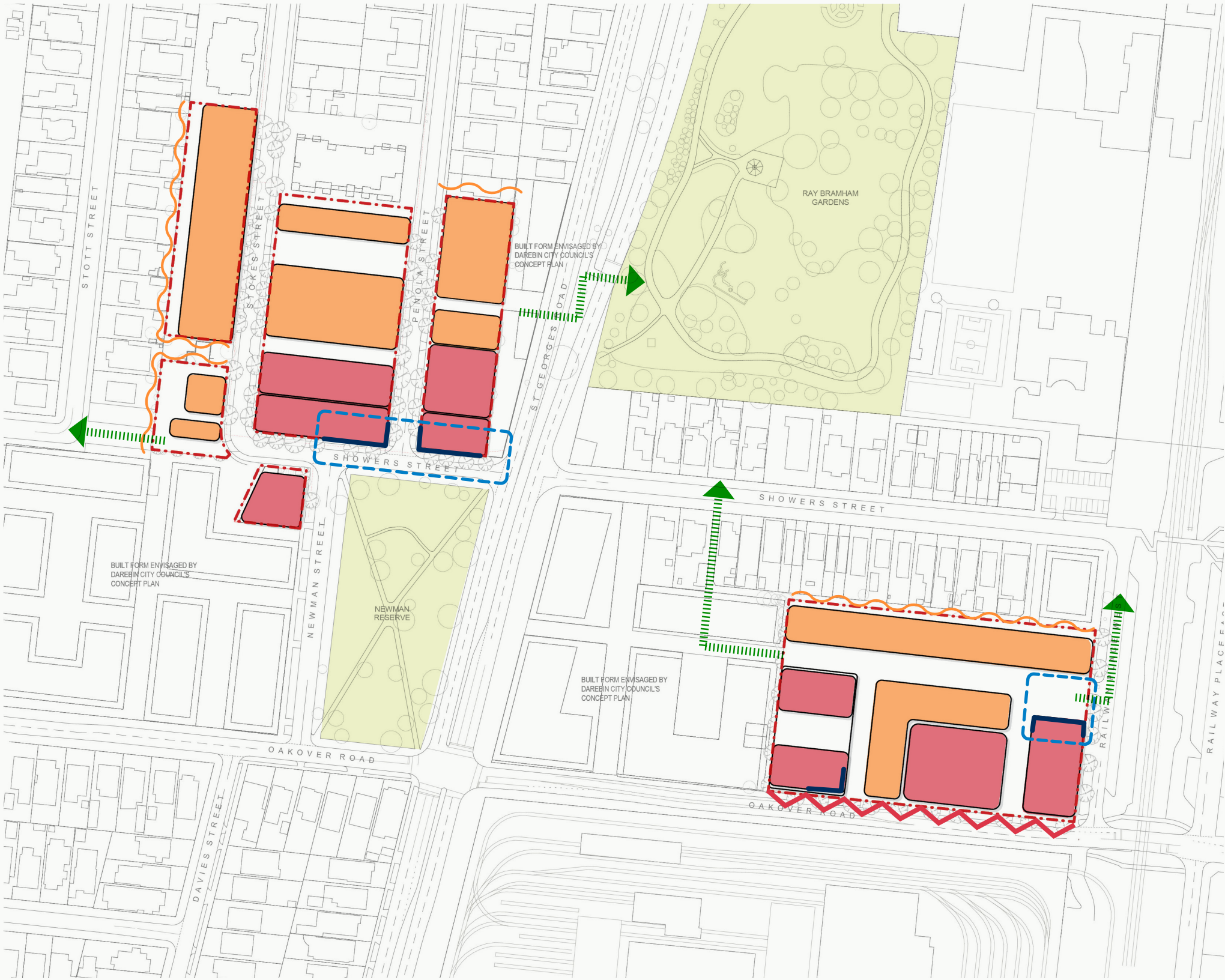


Figure 4.1

4.5 Design Principles

Activation & Urbanism

- Focus on quality of ground-level spaces
- Use of public realm areas to support community integration and activation
- Flexibility of ground plane uses to support adaptability over time
- Clear legible building entries and passive surveillance to create safe spaces and streets



Escala NewQuay, Docklands - MAB



Gladstone Street, Fishermans Bend - Hayball

LEGEND

- | | |
|--|---|
| Sensitive Residential Interface | Local Commercial, Retail, and Community Interface |
| Primary Road Interface | Activity Zone |
| High Density - Clause 58 (Apartments 5 storeys or above) | Key Pedestrian Connections |
| Medium Density - Clause 55 (Townhouses & apartments up to 4 storeys) | |

4.0 Development Plan (Cont'd)

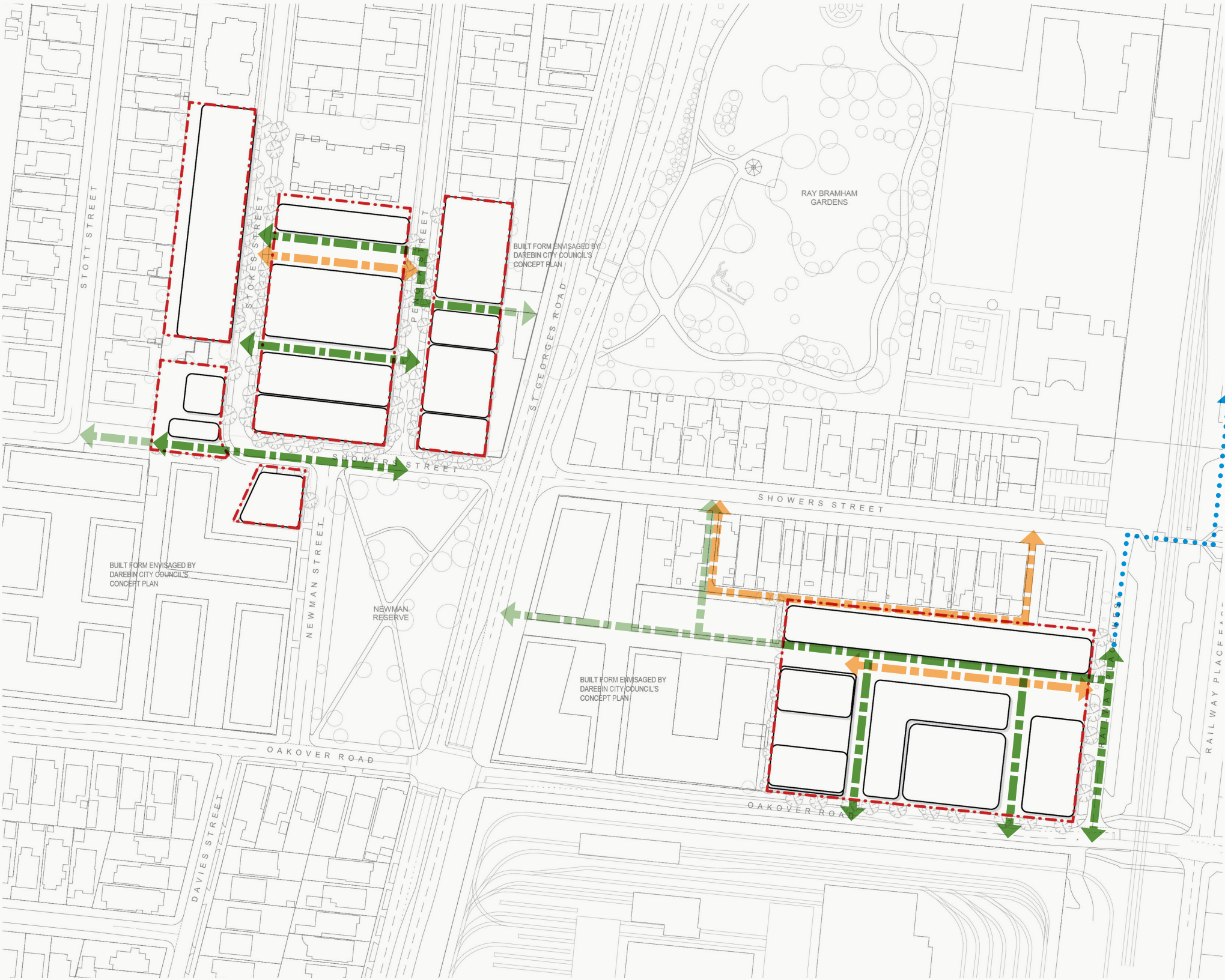


Figure 4.2

4.5 Design Principles

Precinct Connectivity

An important objective of the DPO is the provision of safe and legible pedestrian environments to support the creation of a high amenity urban village with good precinct connectivity. This is achieved by:

- Provision of through block links to enable connections between the future Newman mixed-use precinct to Ray Bramham Gardens, Newman Reserve and Bell Station
- Investment in quality streetscapes and public space to improve amenity and encourage non-vehicular movement within the broader Precinct
- Utilising the existing street network

LEGEND

- Pedestrian & Cycle Links
- Potential Through-Block Links
- Vehicle Link (Shared Access)
- ... Pedestrian Access to Bell Railway Station

4.0 Development Plan (Cont'd)



4.5 Design Principles

Housing Diversity

Village Bell will deliver two significant residential developments within the Bell Station Precinct of Preston, intimately connected to their local contexts and with new buildings and spaces which create character and a strong sense of place for residents and visitors alike.

The proposed design response regenerates and revitalises previously under-utilised Social Housing sites into vibrant, attractive, energised, and interesting precincts which deliver a wide range of building typologies.

The proposed developments will contribute positively to the diversity of housing stock in this locality by delivering a range of social and private housing in the form of 1, 2 and 3 bedroom apartments and townhouses. These include accessible and adaptable dwellings, thereby providing accommodation for a variety of household types.

Affordable Housing outcomes are a key component of the development. In addition to replacing and increasing the existing Social Housing stock, a significant amount of the proposed private dwellings will be suitable for first home buyers.

Other initiatives such as the inclusion of a local artist studio with subsidised rent will contribute to the level of housing diversity in the Precinct.

Housing Diversity outcomes for the Village Bell development are further discussed in section 9.



5.0 Integrated Transport & Traffic Management

An Integrated Transport and Traffic Management Report dated 20 January 2020 has been prepared by GTA Consultants which provides an assessment of the transport needs of the project. This report concludes:

Village Bell is a collection of multiple lots of land in Preston that will deliver two new residential villages. The proposal will include a mixture of private and Social Housing, a community space component and a commercial space component. The current design proposes to deliver in the order of 450 to 650 dwellings, with approximately 55% of the dwellings on the Stokes Penola site and approximately 45% of the dwellings on the Oakover site.

- The population of residents within the proposed development is estimated to be in the order of 1,100 people.
- Reference should be made to Section 7 for staging considerations.
- The provision of car parking will have regard to the accessibility to nearby public transport facilities and will be sufficient for the site and estimated population numbers.
- Vehicle access to on-site car parking for the Stokes Penola site is proposed to occur via Stokes Street, Penola Street and Showers Street, while vehicle access to on-site car parking for the Oakover site is proposed to occur via Oakover Road, Railway Place West and the laneway located at the northern end of the site (i.e. immediately south of Showers Street).
- The indicative Development Plan is anticipated to generate up to 174 vehicle movements in the weekday AM and PM peak hours on a typical weekday, and up to 1,740 daily vehicle movements.
- On the basis of the analysis and investigation undertaken as part of this assessment it is considered that the traffic from the proposed indicative Development Plan can be accommodated on the road network with minor reallocation of phase times during the AM without compromising its function or safety and no mitigating works on the nearby road network are required as part of the proposed development.
- Measures that could be adopted to reduce private car usage by residents to the Precinct could be contained in a Green Travel Plan (GTP), which could be required as a Condition on any permit issued for the proposed development. A GTP is a way to manage the transport needs of residents and visitors associated with new developments. The purpose of the GTP is to reduce the environmental impacts of travel to/from the site by encouraging more efficient use of motor vehicles as well as sustainable alternatives to their use.

- It is understood that car parking for each of the buildings will either be situated within basement levels or suitably concealed by appropriate building features such as active podium frontages or within buildings that display a high level of architectural resolution.
- Bicycle parking for residents will be located in a secure location (i.e. lockable) while bicycle parking for visitors will be located in easily accessible locations (i.e. on the ground level near building entrances). Further details will be provided as part of future Planning Permit applications.
- Appropriate provision will be made for loading and unloading activity (i.e. waste collection) through a combination of on-site loading areas and suitable on-street facilities. Further details will be provided as part of future Planning Permit applications.
- The proposed Development Plan indicates that the Oakover site will include a single east-west shared pedestrian/cycle/vehicle connection between Railway Place West and the adjacent building to the west. In addition, two north-south pedestrian/cycle connections are proposed to be provided between this link to the north and Oakover Road to the south. These provisions (which are also shown diagrammatically in Figure 5.0) generally satisfy the intent of the DPO, noting that it is not possible to provide a full connection through to Showers Street at this time due to the current land ownership.
- The proposed Development Plan indicates that the Stokes Penola site will include an east-west pedestrian/cycle laneway between Stokes Street and Penola Street. These provisions (which is also shown diagrammatically in Figure 5.1) generally satisfy the intent of the DPO.
- A number of local traffic management treatments are identified in the Oakover Village Transport Plan and the South Preston Transport Study. Those relevant to the proposed development include the delivery of threshold treatments at the Oakover Road / Newman Street and Oakover Road / Railway Place East intersections, as well as the traffic management treatments in Stokes and Penola Streets. These minor infrastructure works are likely able to be incorporated into the development, MAB welcome discussion with the relevant Council representatives at their earliest availability to review project contributions to the local traffic infrastructure.

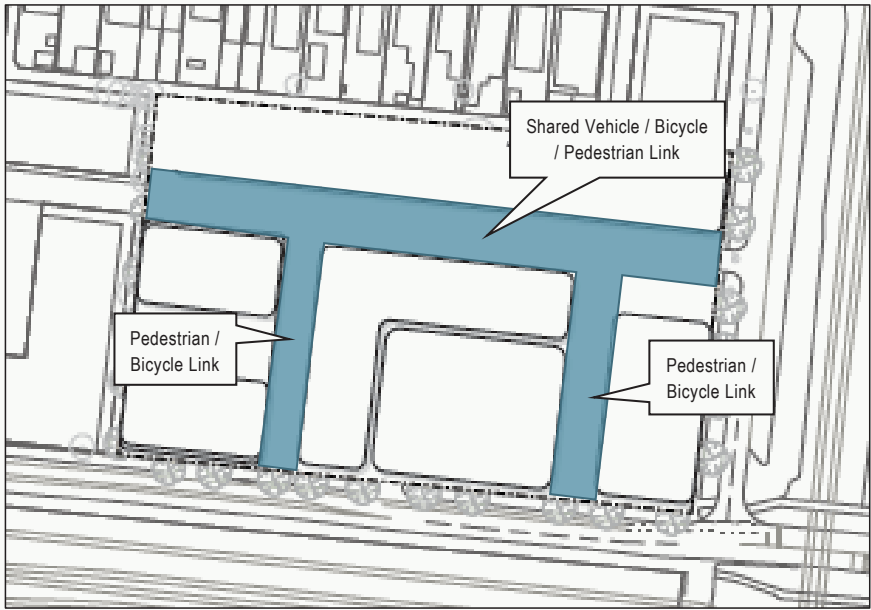


Figure 5.0

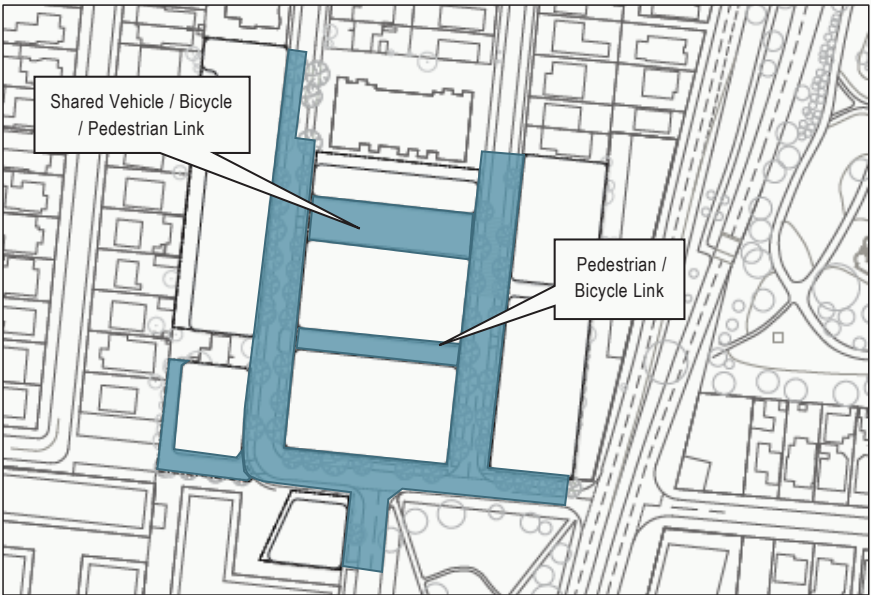


Figure 5.1

PAGELEFTINTENTIONALLYBLANK

6.0 Landscape & Public Realm Concept Plan



Landscape Character

The landscape character for this development is centred around on vegetated pedestrian environments establishing a precinct with an emphasis on community spaces; and creating opportunities for interaction in the streets.

The diversity of building typologies allows for a variety of landscape spaces, creating both private and public areas within the development. The planting responds to the existing conditions of Preston, and builds on a native and exotic vegetation palette. This planting palette will address the areas of sun and shade within the development to ensure a successfully vegetated outcome.

Key areas have been selected for canopy trees to ensure sufficient shade and deciduous trees will be selected to enable winter light into buildings where required for passive solar gain. The podium garden plantings will be integrated into the building design and provide good amenity for the private open space.

The intent of the public realm is to provide spaces to bring people together in well landscaped streets and open space, fostering a healthy and connected community.

6.0 Landscape & Public Realm Concept Plan (Cont'd)

Planting

The streetscape plantings will be hardy robust Australian natives tying into the exiting character of the adjacent streets. The streetscape on adjacent St Georges Road consists of a combination of exotic and native species. Oakover Road and Shower Street are dominated by a combination of Australian native tree species.

A low shrub understory will host a rich carpet of hardy native species providing foliage contrast, and seasonal flowers for insects, birds and butterflies. Tree species will be consistent per street, however vary throughout the precinct to take advantage of solar access for the adjacent buildings.

The podium garden plantings will be comprised of a combination of Australian natives and exotics, accommodate high sun and hot summers, or low sun and shady environments depending on location. Key consideration of screening private internal views while also fostering safe environments will be made during the planting design process.

LEGEND

- Existing Trees
- Proposed Trees
- Proposed Publically Accessible Open Space
- Vegetation
- Pedestrian Network
- Vehicle / Pedestrian Network
- Indicative Private Open Space
- Communal Podium Courtyard
- Title Boundary
- Potential Public Art Location

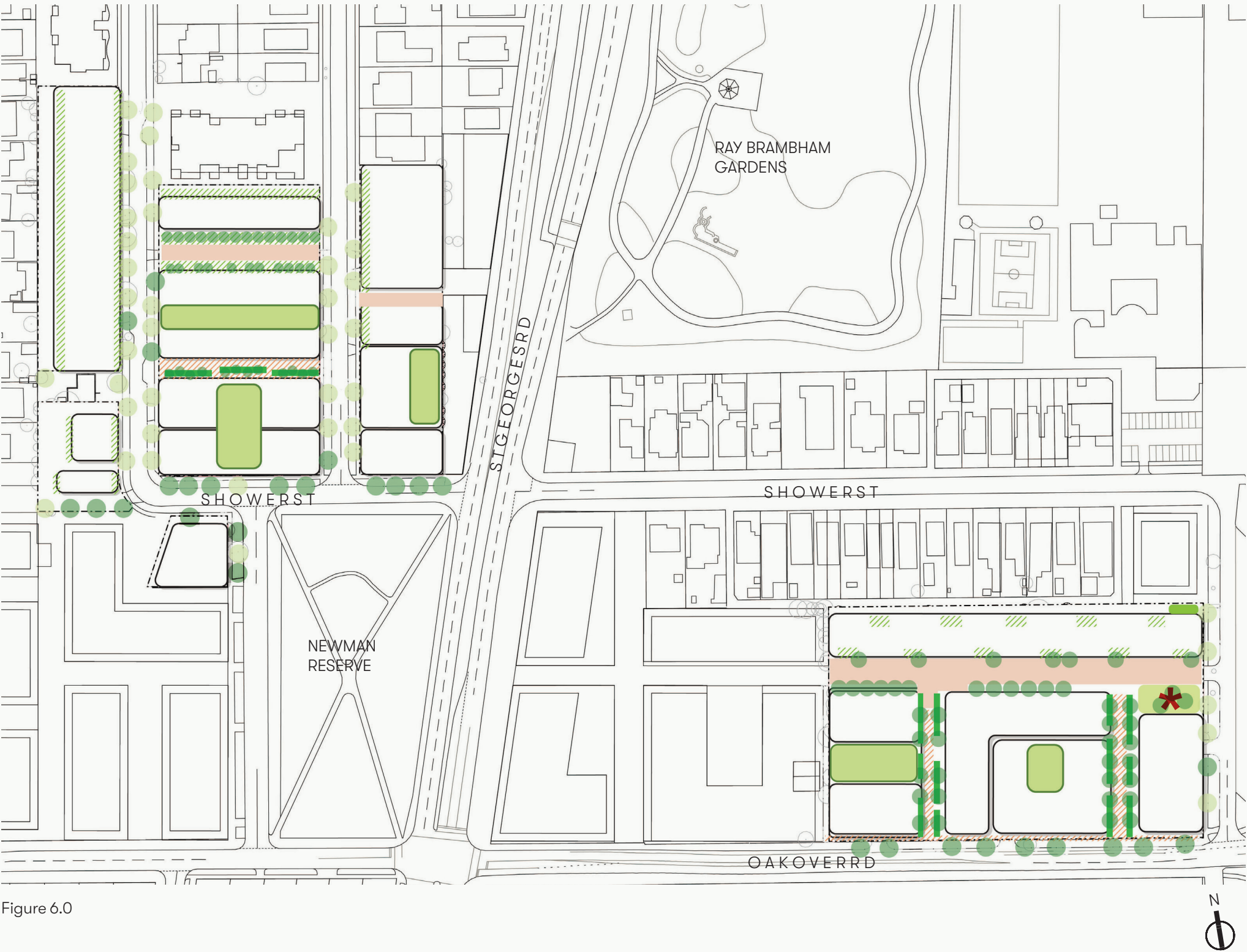


Figure 6.0

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.
The document must not be used for any purpose which may breach any copyright'

6.0 Landscape & Public Realm Concept Plan (Cont'd)

Stokes / Penola Site

The landscape establishes a diverse streetscape network, to create pedestrian focused environments and a diversity of experiences making this a truly unique precinct with a distinct character.

The through-block links proposed will be spaces that focus on the pedestrian experience. Providing seating, shade trees and pockets of low planting will create a slow environment for vehicles and encourage residents to engage the community within the streetscape network.

Podium courtyard gardens allow for social activation and provide a green outlook for adjacent houses. The social spaces are designed to be able to host community gardens, shade, BBQs, seating and lawn. Integrated planting with the social spaces will foster a connection to nature. These external spaces will also be designed to accommodate community events and local street-parties.

- LEGEND
- Existing Trees
 - Proposed Trees
 - Proposed Publically Accessible Open Space
 - Vegetation
 - Pedestrian Network
 - Vehicle / Pedestrian Network
 - Indicative Private Open Space
 - Communal Podium Courtyard
 - Title Boundary

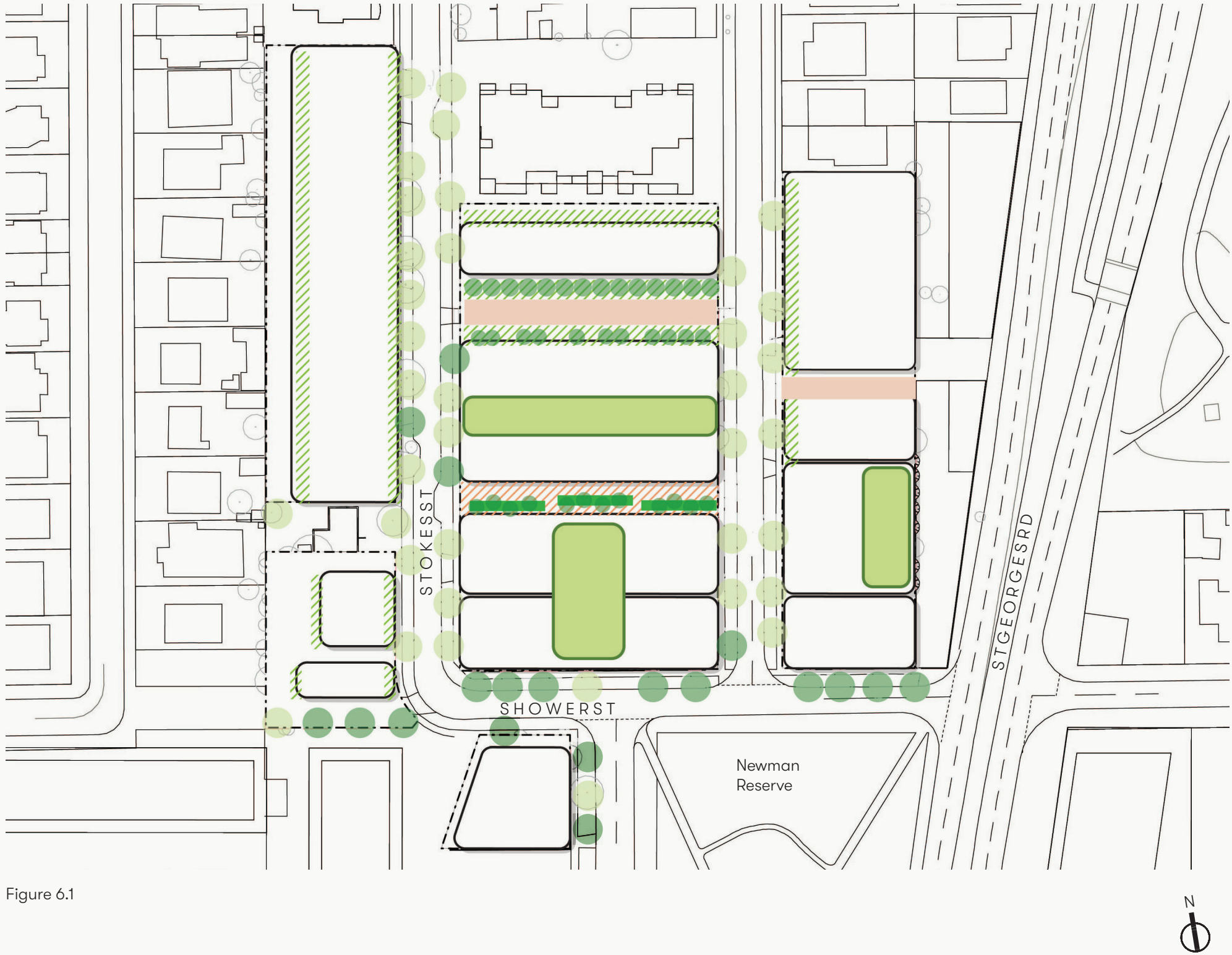


Figure 6.1

6.0 Landscape & Public Realm Concept Plan (Cont'd)

Oakover Site

The Oakover Road development establishes a pedestrian focused environment within a vegetated network. Key to this precinct will be the integration and activation of the new buildings. Landscape treatments across the site will be vital to integrating the built form.

The creation of a new pedestrian focused network enables access through the site and allows for impromptu encounters as residents move through the site. New street planting will establish green laneways, creating shady streetscapes with seating and incorporated garden beds.

A new pocket park will be situated to the north of a commercial/cafe space to the eastern edge of the development and will provide shade, seating and flexible use space. This will be central point for the community to gather and host social events.

LEGEND

- Existing Trees
- Proposed Trees
- Proposed Publically Accessible Open Space
- Vegetation
- Pedestrian Network
- Vehicle / Pedestrian Network
- Indicative Private Open Space
- Communal Podium Courtyard
- Title Boundary
- Potential Public Art Location

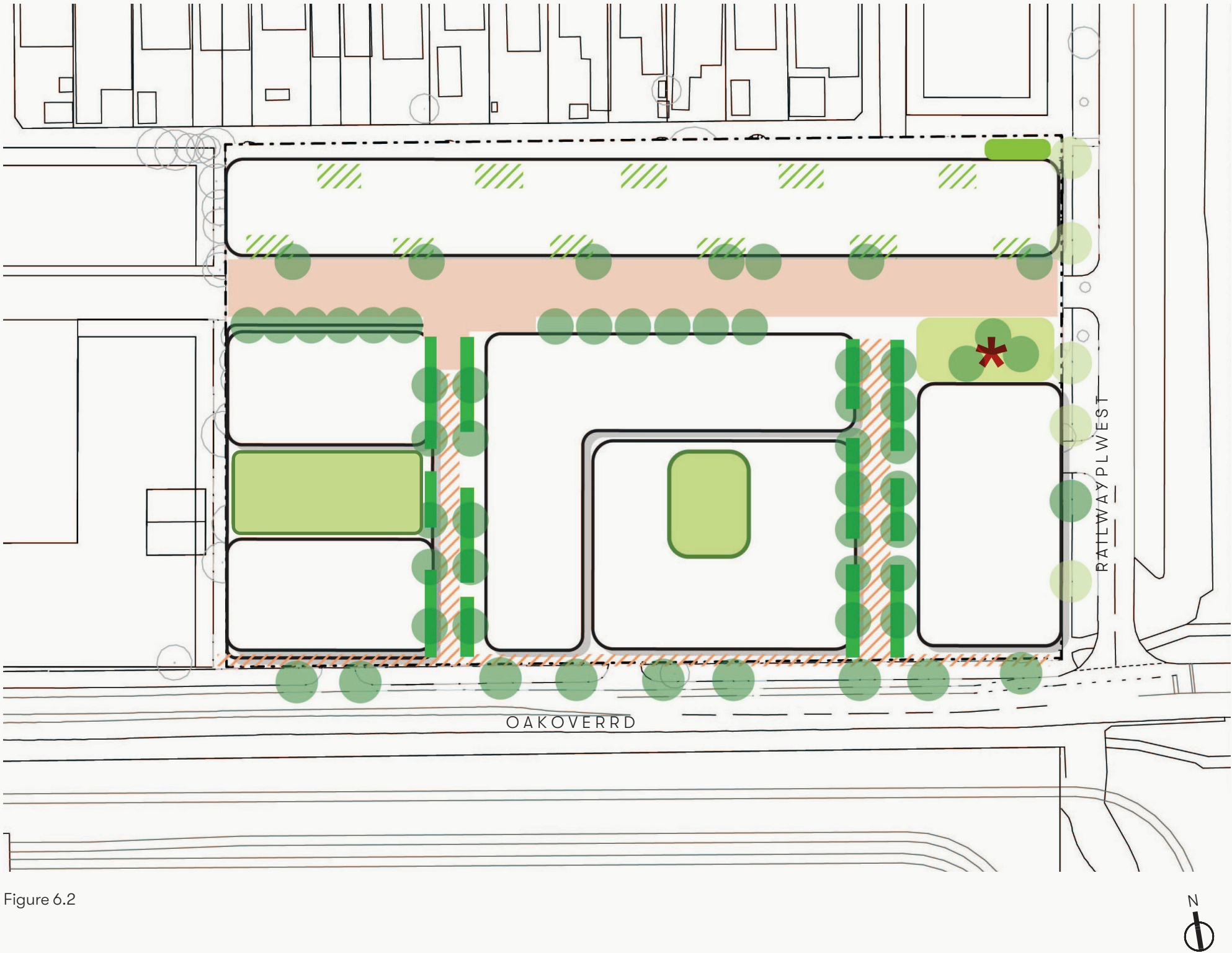


Figure 6.2

6.0 Landscape & Public Realm Concept Plan (Cont'd)

The landscape treatment for the Oakover Road frontage will explore the opportunity to widen the footpath and proposes planting new street trees along Oakover Road within the verge. This will establish a widened pedestrian environment on this frontage.

The treatment of footpaths that are adjacent to Council footpaths will either align with the Council standards or be a different finish to assist with delineation of ownership.

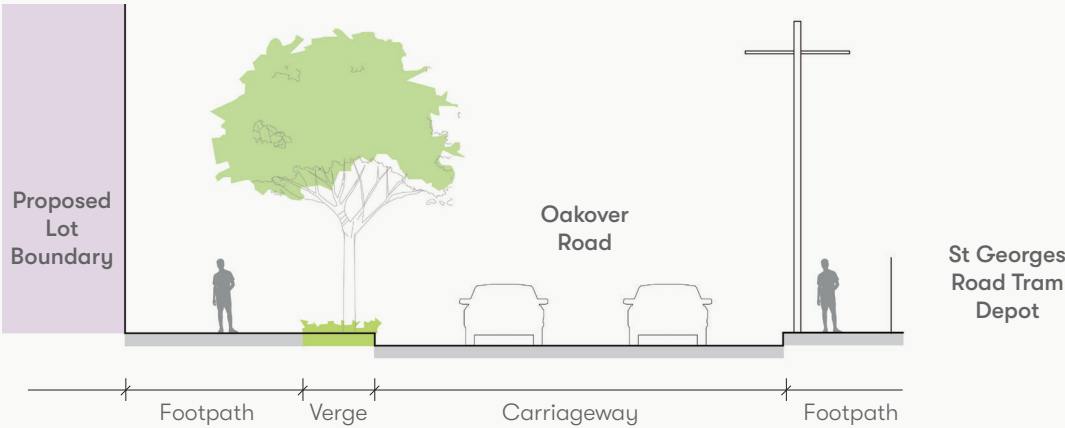
The open space & public reserves will be treated with high quality materials that are durable and robust. The planting will ensure safe site-lines and contribute to the overall appearance of the reserve creating an accessible and inviting precinct.

The internal landscape proposal looks at a subtle delineation of the street edges. This could potentially be a flush kerb or landscape treatment to assist with defining the internal spaces for vehicular and pedestrian access.

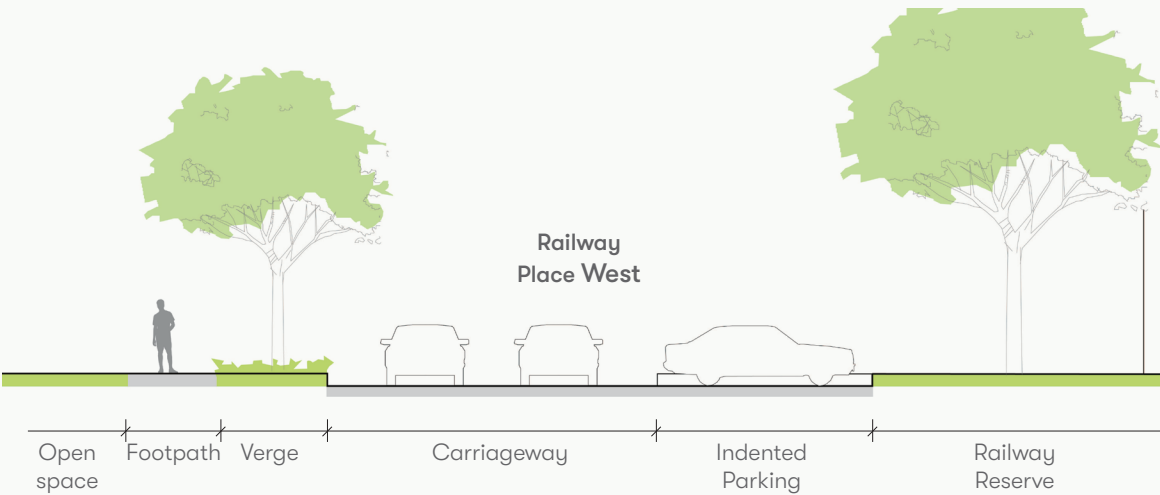
The proposal will include areas for visitor bicycle parking close to the proposed open space that can be used for recreation.

Streetscape, footpath, landscaping and other improvements outside of the site boundary but in the direct vicinity of the development may form part of the project contributions. Works outside of the site boundaries are to be discussed and agreed with Council during the Development Plan assessment process.

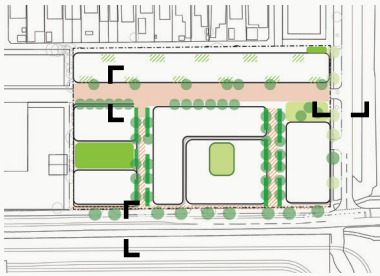
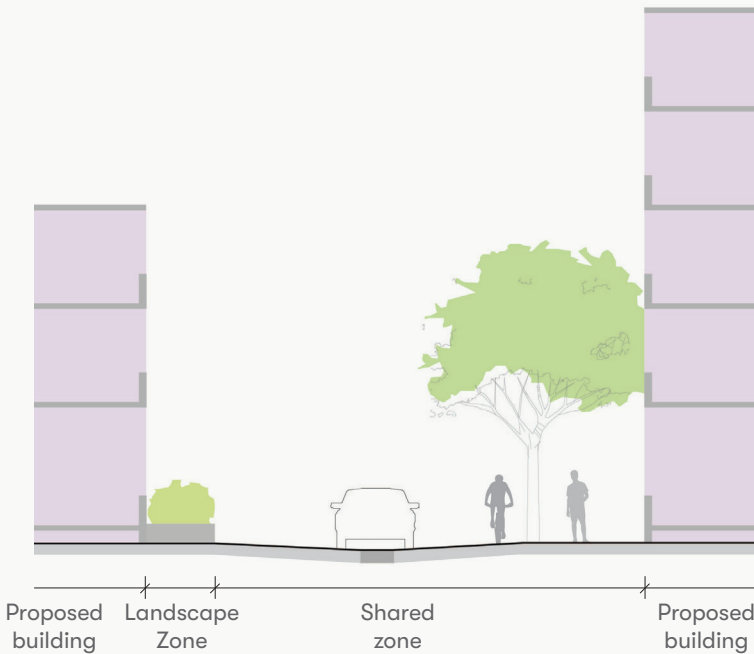
OAKOVER ROAD



RAILWAY PLACE WEST



SHARED ZONE



7.0 Construction Management Plan

Introduction:

The purpose of the Construction Management Plan (CMP) in this Development Plan level is to set out the principles that will operate within the specific construction management plans for each particular stage. A requirement for a specific construction management plan should be included as a condition of the planning permits that are to be submitted for approval prior to commencement of works on a stage. It is a requirement of the CMP that it set out:

- Measures to protect the amenity of surrounding areas through the construction period against dust, noise and stormwater control and traffic impacts.
- The management of construction deliveries to site.
- Unloading, handling and storage of materials to the site.
- Locations of site sheds, amenities and site offices.

Materials handling and logistics planning including crange, hoisting, concrete placement and storage and handling of site materials.

- Addressing site contamination.
- A schedule of proposed hours of work.
- A procedure to seek specific out of hours work to deal with special construction requirements.
- Construction access to the site including all necessary public safety aspects.
- The management of traffic operations on the adjoining streets and roads to minimise any disruption to normal traffic flows.
- Measures to limit construction vehicle activity on Oakover Road.

These matters make up some, but not all of the matters that are normally included in a CMP. Other matters that will be addressed include:

- Site security and site access control.
- Personnel access and site induction procedures; Environmental Management.
- Waste management and recyclables; and
- Occupational Health and Safety Management.

A CMP that will be operational over the site will include the adopted management procedures of the appointed building contractor.

Staging:

The development of the sites is intended to be carried out in nine stages as identified in Figure 7.0.

Social Housing dwellings are prioritised and will be delivered as part of the first stages.

A brief summary of the works for each of the future stages is provided below.

Oakover - Stage A:

- This stage proposes to include Social Housing and will be the first stage delivered in the Oakover site.
- Southern portion of the Oakover site with frontage primarily to Oakover Road.
- Construction of single or multiple level basement.
- Public north south link (western end of the site).

Oakover - Stage B:

- South eastern portion of the Oakover site.
- This stage proposes to include private housing.
- Frontage primarily to Railway Place.
- Portion of the public north south link (eastern end of the site).

Oakover - Stage C:

- Central southern portion of the Oakover site.
- This stage proposes to include private housing.
- Construction of single or multiple level basement.
- Portion of the public north south link (eastern end of the site).

Oakover - Stage D:

- Northern and central portion of the Oakover site.
- This stage proposes to include private housing.
- Public east west link connecting Railway Place to adjoining land owner.

Stokes/Penola - Stage A:

- Southernmost portion of the Stokes Penola site.
- This stage proposes to include either private housing or Social Housing.

Stokes/Penola - Stage B

- Central northern portion of the Stokes Penola site.
- Western portion of the Stokes Penola site.
- Frontage primarily to Shower Street.
- This stage proposes to include private housing.
- Portion of the public shared laneway to northern end of the site connecting Penola Street and Stokes Street.

Stokes/Penola - Stage C

- Central portion of the Stokes Penola site.
- North eastern portion of the Stokes Penola site.
- This stage proposes to include private housing.
- Portion of the public shared laneway centrally located in the site connecting Penola Street and Stokes Street.

Stokes/Penola - Stage D:

- Southern central portion of the Stokes Penola site.
- This stage proposes to include private housing.
- Frontage primarily to Showers Street.
- Construction of a single or multiple level basement.
- Portion of the public shared laneway centrally located in the site connecting Penola Street and Stokes Street.

Stokes/Penola - Stage E:

- South eastern portion of the Stokes Penola site.
- This stage proposes to include private housing.
- Frontage primarily to Showers Street.
- Construction of a single or multiple level basement.

The staging order and extent is subject to change and may vary according to market forces and the discretion of the developer and Director of Housing.

7.0 Construction Management Plan (Cont'd)

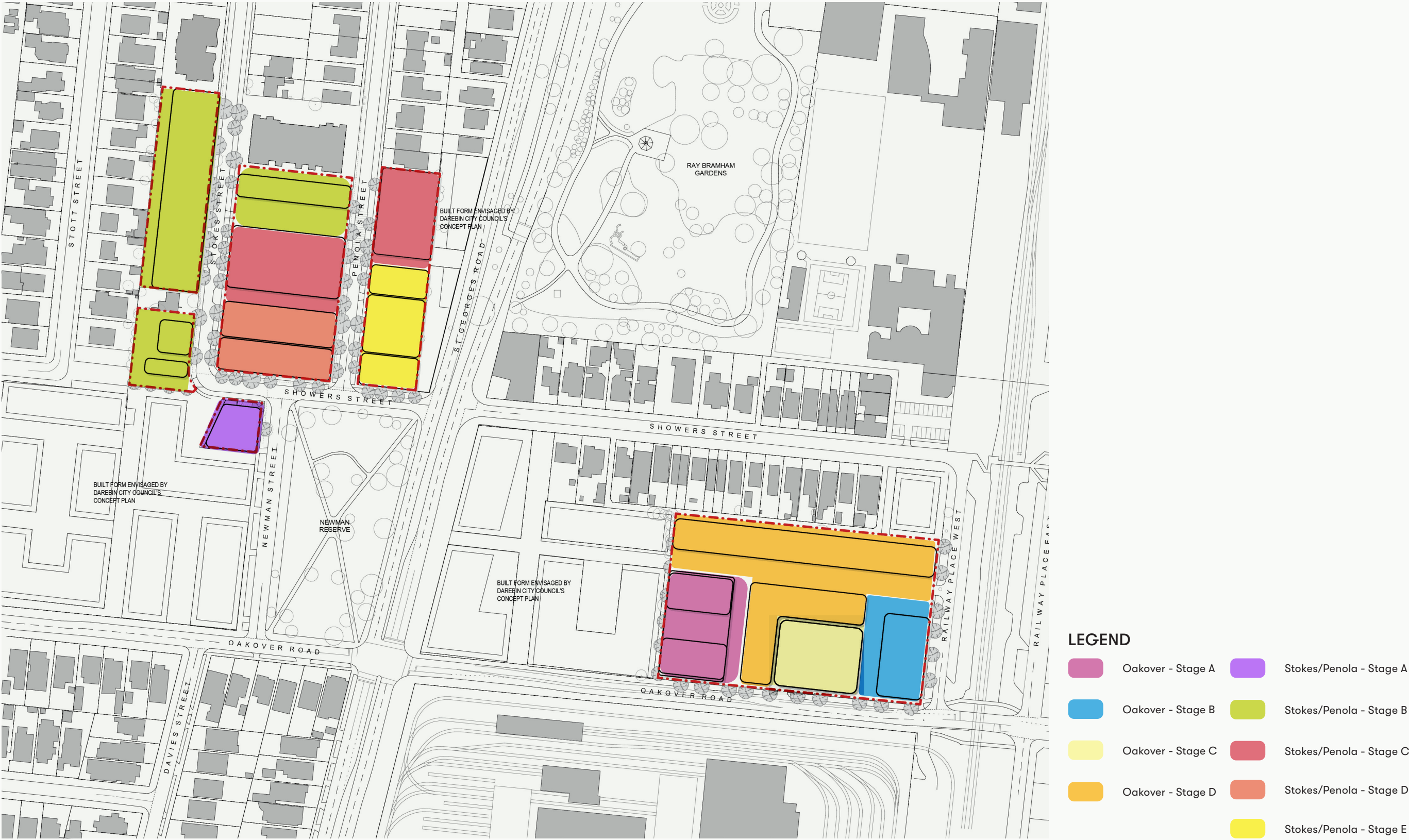


Figure 7.0

7.0 Construction Management Plan (Cont'd)

Site Establishment:

For each stage of the construction, there will be a plan identifying the location of the site offices and other temporary accommodation.

Site Fencing:

Where practical to do so, and subject to Council approval, it is proposed secured the site with fencing or hoardings as required for the duration of each stage.

Site Security:

The site will be secured against unauthorised access by security fencing and hoardings to the full perimeter. Entry to the site will be via a series of entry gates. Appropriate signage will be in place to deter unauthorised access to the site.

Public Protection:

The site requires construction to site boundaries in some instances. It will be necessary to provide protection to the public. The builder, via an appointed building surveyor, is to seek consent from Council for the erection of hoardings, gantries and any scaffolding that may interface or occupy public areas (including roads).

Site Contamination:

Stage 8 is covered by an Environmental Audit Overlay under the Darebin Planning Scheme. This requires that the site be assessed for contamination because of its former use.

Golder Associates have produced Preliminary Site Assessment which will assist in the development of a Contamination Review and Management Strategy prior to construction.

Traffic Management:

For each stage of construction a traffic access and management plan will operate. Truck access will be arranged to allow direct access to the Oakover site from Oakover Road and Railway Place and the Stoke Penola site from Showers, Stokes and Penola Streets.

Control of site material, dust and noise from truck activity:

Controls will operate to ensure that external roads are kept clean of materials and that trucks accessing the site do sign in a considerate manner and use the routes as directed in the approved Safety Management Plan (SMP). The controls will include on-site vehicle wheel washing and street cleaning as required.

Employee and sub-contractor car parking:

Sub-contractors and staff will be encouraged to use public transport services within proximity to the site. Sub-contractor staff who elect to drive to the site will be required to use on-street car parking which is lawfully available or off-street car parking spaces elsewhere.

Site Working Hours:

Site working hours will be as agreed to between the building contractors and Darebin Council and will form part of the approved CMP.

Darebin Council standard Local Laws allow construction works between the following hours:

Monday to Friday: 7.00am to 8.00pm

Saturdays: 9.00am to 8.00pm

No works without written consent on Sundays, Good Friday, Anzac Day, and Christmas Day. These hours will be adopted as the available hours.

Special working requirements outside normal working hours will be sought when considered necessary. The builder will lodge an application with Council and any relevant authorities not less than one week prior to the requirement. As part of the application, the builder will include the notices to be provided and the extent of such notification of the disruption to affected businesses and residents.

Site Accommodation:

For each stage of the project, there will be established a site camp within the site. The accommodation will include:

- Project office
- Change rooms
- Toilets
- Wash up facilities
- Messing facilities
- First aid facilities.

These buildings will be arranged in accordance with the work programme of the nominated builder for each stage. The location and access arrangements to the site camp will be set out in the CMP for each stage.

Construction Methods:

Construction methods are expected to involve mobile cranes, elevated work platforms, and concrete pumps and agitators. All hoisting will occur within the site unless Council permission is obtained for special arrangements. Mobile cranes will be used across the site. Similarly there may be occasions where occupation of the street is requested.

Environmental Management Plan:

Within the construction management plan for each stage there will be a requirement for an Environmental Management Plan. This plan will cover:

- Sediment control
- De-watering of work sites
- Erosion and dust control
- Air quality {plant emissions}
- Noise and vibration
- Construction waste management
- Storage of fuels and chemicals on site
- Maintenance of streets {cleanliness and any damage} to access streets
- Management of any stockpiles
- Monitoring
- Occupational Health and Safety Management Plan: a standard requirement of the construction management plan will be to show evidence of a suitable plan that will operate for each stage.

8.0 Ecologically Sustainable Development Strategy

An Ecologically Sustainable Development Strategy Report dated 14 October 2019 has been prepared by Wood & Grieve Engineers (WGE) which provides an assessment of the ESD needs of the project. This report concludes:

This Ecologically Sustainable Development Strategy has been prepared to inform City of Darebin of the proposed developments' response to sustainability, as per Schedule 11 of the Development Plan Overlay of the Darebin Planning scheme. The strategy considers areas of:

- Energy efficiency, including reduction of energy demand through the design of an energy efficient building form and building fabric, design of energy efficient HVAC, lighting and domestic hot water systems, and selection of energy efficient appliances.
- Water efficiency, including water efficient sanitary fixtures, landscape drip irrigation with moisture sensor override, collection and re-use of rainwater for toilet flushing and irrigation, and re-use of fire protection system test water.
- Indoor environment quality, including provision of good access to natural ventilation and views out, appropriate mechanical ventilation and exhaust systems, an internal lighting design to provide uniformity of lighting and appropriate task lighting, an acoustic design to ensure adequate internal noise levels and acoustic separation between units, and selection of low VOC materials and low formaldehyde engineered wood products.
- Stormwater management, including a stormwater strategy to ensure that the peak event discharge from the site will not exceed the pre-development peak event discharge and also to ensure that the quality of the stormwater discharged from the site will meet the appropriate pollution reduction targets. A Water Sensitive Urban Design (WSUD) strategy, inclusive of MUSIC modelling, will be developed to meet and exceed the Urban Stormwater Best Practice Environmental Management Guidelines required by the City of Darebin.
- Transport, including the implementation of initiatives which will reduce emissions, encourage physical activity, and reduce the reliance on vehicle travel, for example, provision of bicycle spaces and electric charging stations for EVs.

- Waste management, including diversion of construction and demolition waste from landfill and an operational waste management strategy which will consider separation of waste streams and implementation of appropriate dedicated & accessible waste storage.
- Urban ecology, including implementation of a hazardous materials survey on the site, and landscaping design & building features to reduce the impact of heat island effect, for example roofing materials and shading of roofs & hardscaping by vegetation or solar panels.
- Innovation, including ultra low VOC paints and a post occupancy evaluation at twelve months after practical completion.

The project is targeting:

- A certified 5 Star Green Star Design & As Built rating, inclusive of a number of mandatory credits for the Social Housing portion of the development
- An average NatHERS rating of at least 7 stars for each building with no individual apartment dwelling achieving less than 6 Stars, except for SOHO dwellings which must achieve a minimum of 5.5 Stars. A minimum NatHERS rating of at least 6 Star for each townhouse.

9.0Housing Diversity

Introduction

ASR Research was engaged by MAB Corporation to prepare a Housing Diversity Report, a key planning requirement associated with the proposed development located in West Preston. The Preston sites are referred to as: 1) the Oakover site, and 2) the Stokes / Penola site. Collectively, these sites are referred to as the Village Bell development (“subject sites”).

Report Objectives

As part of the requirements for preparing a Development Plan for the subject site, Schedule 11 of the Development Plan Overlay (DPO11) states that:

“A Dwelling Diversity Report must be prepared explaining the mix of housing proposed including:

- A proportion of the overall housing stock that may be used as Affordable Housing; and
- Targets for a mix of dwellings sizes including 1, 2 and 3 bedroom apartments.

The report must also include criteria for determining Affordable Housing stock.”

Proposed Development Plan

The proposed developments seek to deliver two significant new residential Villages within the Bell Station Precinct of Preston, intimately connected to their local contexts and with new buildings and spaces which create character and a strong sense of place for residents and visitors alike.

The proposed design response regenerates and revitalises previously under-utilised Social Housing sites into vibrant, attractive, energised, and interesting precincts which deliver a wide range of building typologies and associated spaces.

The proposed development will generate a potential dwelling yield ranging from 450 to 650 dwellings and consist of a mixture of private dwellings and Social Housing.

How the Proposed Development Satisfies the key Dwelling Diversity objectives

The report concludes that the proposed development satisfies the housing diversity objectives outlined in DPO11 in the following manner:

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright'

9.0 Housing Diversity (Cont'd)

DPO11 Housing Diversity Objectives	Proposed Development Response																																														
The proportion of the overall housing stock that may be used as Affordable Housing	<p>The Village Bell development represents a significant contribution toward Affordable Housing outcomes in the local area including increasing the level of supply, and creating higher quality, better configured homes which are more able to respond to the demographic needs of the existing and future population of Preston West.</p> <p>Affordable Housing stock for this development ranges from the very low-income households on the Victorian Housing Register priority access category, to Affordable Housing offered by the Director of Housing and Community Housing association HousingFirst, and prioritised first home buyer housing for purchase by first home buyers eligible for the first home buyer stamp duty exemption and concessions on properties less than \$750,000.</p> <p>In summary, the key Affordable Housing outcomes proposed by the development are:</p> <ul style="list-style-type: none">At least 35 Social Housing dwellings owned by the Director of Housing (including flexible apartment layouts)In between 48 to 64 Social Housing dwellings owned by HousingFirst*Potential for an additional 25 to 32 Social Housing dwellings owned by the Director of Housing*Making a minimum of 20% of the private dwellings at each site exclusively available to First Home Buyers for six weeks1 supported market housing let at sub-market rental rate to a resident community artist to live onsite <p>*Subject to the approval of building heights depicted in the Concept Plan, as well as the planning principles and further considerations outlined in Section 11.4.</p> <p>A significant proportion of the overall housing stock to be delivered as part of the Village Bell development will be provided as Affordable Housing.</p> <p>In addition to the Village Bell proposal, other Director of Housing developments within and nearby the DPO11 boundary in the City of Darebin have or will deliver a significant amount of new Public and Affordable Housing dwellings.</p>																																														
Targets for a mix of dwellings sizes including 1, 2 and 3 bedroom apartments	<p>The proposed development will generate a potential dwelling yield ranging from 450 to 650 dwellings and consist of private housing and Social Housing. The target bedroom mix is provided in the table below and is subject to change.</p> <table><tr><th></th><th colspan="3">DWELLING YIELD</th></tr><tr><th>Dwelling Type</th><th>Baseline Proposal</th><th>Concept Plan (Potential Range)*</th><th>Type % (Potential Range)</th></tr><tr><td>Private Apartments</td><td rowspan="4">350 to 570</td><td rowspan="4">350 to 570</td><td></td></tr><tr><td>1 Bedroom</td><td>25% to 45%</td></tr><tr><td>2 Bedroom</td><td>35% to 55%</td></tr><tr><td>3 Bedroom</td><td>0% to 10%</td></tr><tr><td>Private Townhouses</td><td></td><td></td><td></td></tr><tr><td>2-4 Bedrooms</td><td></td><td></td><td>15% to 25%</td></tr><tr><td>Social Housing (Director of Housing)</td><td rowspan="3">35</td><td rowspan="3">35 to 67</td><td></td></tr><tr><td>1 Bedroom</td><td>30% to 50%</td></tr><tr><td>2+ Bedrooms</td><td>50% to 70%</td></tr><tr><td>Social (HousingFirst)</td><td></td><td rowspan="3">48 to 64</td><td></td></tr><tr><td>1 Bedroom</td><td>40% to 60%</td></tr><tr><td>2+ Bedrooms</td><td>40% to 60%</td></tr><tr><td>Total Dwellings</td><td></td><td>450 to 650</td><td></td></tr></table> <p><i>*Additional Social Housing subject to approval of the Concept Plan building heights and planning principles outlined in Section 11.5.</i></p> <p>The mix of dwellings may change due to flexible housing and planning to accomodate different family sizes, meet changing demands of the Victorian Housing Register, or respond to changes in market demand.</p> <p>Dwelling sizes for various typologies are likely to range as follows:</p> <ul style="list-style-type: none">1-bedroom apartments: 45-65 m22-bedroom apartments: 60-95 m23-bedroom apartments: 85-110 m23 and 4-bedroom townhouses: 100-190 m2		DWELLING YIELD			Dwelling Type	Baseline Proposal	Concept Plan (Potential Range)*	Type % (Potential Range)	Private Apartments	350 to 570	350 to 570		1 Bedroom	25% to 45%	2 Bedroom	35% to 55%	3 Bedroom	0% to 10%	Private Townhouses				2-4 Bedrooms			15% to 25%	Social Housing (Director of Housing)	35	35 to 67		1 Bedroom	30% to 50%	2+ Bedrooms	50% to 70%	Social (HousingFirst)		48 to 64		1 Bedroom	40% to 60%	2+ Bedrooms	40% to 60%	Total Dwellings		450 to 650	
	DWELLING YIELD																																														
Dwelling Type	Baseline Proposal	Concept Plan (Potential Range)*	Type % (Potential Range)																																												
Private Apartments	350 to 570	350 to 570																																													
1 Bedroom			25% to 45%																																												
2 Bedroom			35% to 55%																																												
3 Bedroom			0% to 10%																																												
Private Townhouses																																															
2-4 Bedrooms			15% to 25%																																												
Social Housing (Director of Housing)	35	35 to 67																																													
1 Bedroom			30% to 50%																																												
2+ Bedrooms			50% to 70%																																												
Social (HousingFirst)		48 to 64																																													
1 Bedroom	40% to 60%																																														
2+ Bedrooms	40% to 60%																																														
Total Dwellings		450 to 650																																													
Criteria for determining Affordable Housing stock.	Since the release of DPO11, Affordable Housing has been defined by the Planning and Environment Act as housing, including Social Housing, that is appropriate for the housing needs of very low-income households, low-income households and moderate-income households.																																														

10.0 Services & Infrastructure

Infrastructure Reports dated October 2019 have been prepared by Dalton Consulting Engineers (DCE) which provides an assessment of the infrastructure needs of the project. This report concludes:

Stokes Penola site:

This Infrastructure Report, prepared for MAB Corporation and the Department of Health & Human Services, outlines the servicing requirements for a proposed circa 1.55 hectares Social Housing Redevelopment as highlighted in Figure 1.0. The report focuses on the existing infrastructure currently in place as well as the services that are required to facilitate the development of this land.

The City of Darebin is the authority responsible for stormwater drainage within the area. Stormwater runoff will connect to the existing Council drainage infrastructure. On-site detention may be required where increased flow is present. Detention calculations will be undertaken during detailed design and must ensure that no convergence of minor and major peak flow occurs as a result. A flood impact assessment has been completed and it demonstrates that the redevelopment will not adversely impact surrounding properties, with only negligible changes in afflux present in the Council road reserve. Refer to Section 3 of the report for further information.

Stormwater quality treatment will occur through a combination of rainwater tanks and bioretention raingardens. Stormwater harvesting will reduce the total site runoff and volume of stormwater requiring treatment. Harvested stormwater will be utilised for toilet flushing and irrigation within the development. Permeable surfaces will be implemented within the development, where appropriate, to reduce the total impervious area of the development. Any treatment deficit will be addressed through a stormwater quality offset charge payable to Melbourne Water.

Yarra Valley Water is the responsible authority for sewerage and water supply services in the area. Yarra Valley Water has provided Preliminary Servicing Advice confirming the existing 150mm dia. sewer mains along Stokes Street and Penola Street and the 225mm dia. sewer main along Showers Street will provide the sewer outfall for the development. Yarra Valley Water has provided Preliminary Servicing Advice confirming the existing 100 mm dia potable water mains running along Stokes Street, Penola Street and Showers Street will provide the water supply to the development.

Jemena is the responsible authority for the provision of electricity supply to the area. It is expected that the existing high and low voltage cables surrounding the subject site can provide the electrical supply to the development.

NBN Co. will be the provider of telecommunications facilities for the area. MAB Corporation and Department of Health & Human Services will be required to install pit and pipe infrastructure as a part of the works.

APA Group is the service provider of gas supply services to the site. It is anticipated that gas servicing will be provided within the development. The extent of servicing will be confirmed by MAB Corporation and Department of Health & Human Services during detailed design.

Oakover site:

This Infrastructure Report, prepared for MAB Corporation and the Department of Health & Human Services, outlines the servicing requirements for a proposed circa 1.25 hectares Social Housing Redevelopment as highlighted in Figure 1.0. The report focuses on the existing infrastructure currently in place as well as the services that are required to facilitate the development of this land.

The City of Darebin is the authority responsible for stormwater drainage within the area. Stormwater runoff will connect to the existing Council drainage infrastructure. On-site detention may be required where increased flow is present. Detention calculations will be undertaken during detailed design and must ensure that no convergence of minor and major peak flow occurs as a result. A flood impact assessment has been completed and it demonstrates that the redevelopment will not adversely impact surrounding properties, with only negligible changes in afflux present in the Council road reserve. Refer to Section 3 of the report for further information.

Stormwater quality treatment will occur through a combination of rainwater tanks and bioretention raingardens. Stormwater harvesting will reduce the total site runoff and volume of stormwater requiring treatment. Harvested stormwater will be utilised for toilet flushing and irrigation within the development. Permeable surfaces will be implemented within the development, where appropriate, to reduce the total impervious area of the development. Any treatment deficit will be addressed through a stormwater quality offset charge payable to Melbourne Water.

Yarra Valley Water is the responsible authority for sewerage and water supply services in the area. Yarra Valley Water has provided Preliminary Servicing Advice confirming the existing 225mm dia. sewer main along Oakover Road will provide the sewer outfall for the development.

Yarra Valley Water has provided Preliminary Servicing Advice confirming the existing 100mm dia main in Railway Place West will provide the water supply to the development.

Jemena is the responsible authority for the provision of electricity supply to the area. It is expected that the existing high and low voltage cables surrounding the subject site can provide the electrical supply to the development.

NBN Co. will be the provider of telecommunications facilities for the area. MAB Corporation and the Department of Health & Human Services will be required to install pit and pipe infrastructure as a part of the works.

APA Group is the service provider of gas supply services to the site. It is anticipated that gas servicing will be provided within the development. The extent of servicing will be confirmed by MAB Corporation and Department of Health & Human Services during detailed design.

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright'

11.0 Land Use & Design Principles

11.1 Use & Activation - Stokes/Penola

A diversity of townhouse types in the northern part of the site will be designed to create legible front doors and activity, addressing existing public streets and proposed new links. Further south towards Showers Street, residential activation will be complemented by a range of flexible ground floor uses associated with the apartment buildings. SOHO (small office/home office) spaces create short term opportunities for small local businesses to be established whilst maintaining flexibility for different uses to evolve over time as the area transforms and matures. These uses will be complemented with neighbourhood scale retail-specific and commercial tenancies in the area closer to St Georges Road.



11.0 Land Use & Design Principles (Cont'd)

11.1 Use & Activation - Oakover

Ground floor activation is provided at Oakover Road with the inclusion of an artist studio / gallery space which forms a welcoming entrance to the Precinct. This is supported by a neighbourhood café or retail space at the southern end of the new pocket park with direct cycling and pedestrian access to Bell Station.

SOHO (small office/home office) spaces along Oakover Road can create short term opportunities for small local businesses to be established whilst maintaining flexibility for different uses to evolve over time as the area transforms and matures. Alternatively, individual dwelling entries and townhouse frontages will provide residential activation off proposed public streets and links.



11.0 Land Use & Design Principles (Cont'd)



Figure 11.0

11.2 Density - Stokes / Penola

The Village Bell Development Plan envisages a range of dwelling types be provided, recognising that a healthy and successful community will be supported by catering to diverse demographic and socio-economic groups.

Development density will vary across the site with medium density co-located along sensitive residential interfaces such as two and three-storey townhouse models.

Higher density apartment buildings are clustered in the southern part of the site, away from existing residences and sensitive interfaces. Small footprint apartment buildings will offer affordable opportunities for single-person households, small families and older residents as well as flexible live-work opportunities.

LEGEND

High Density - Clause 58 (Apartments 5 storeys or above)

Medium Density - Clause 55 (Townhouses & apartments up to 4 storeys)

11.0 Land Use & Design Principles (Cont'd)

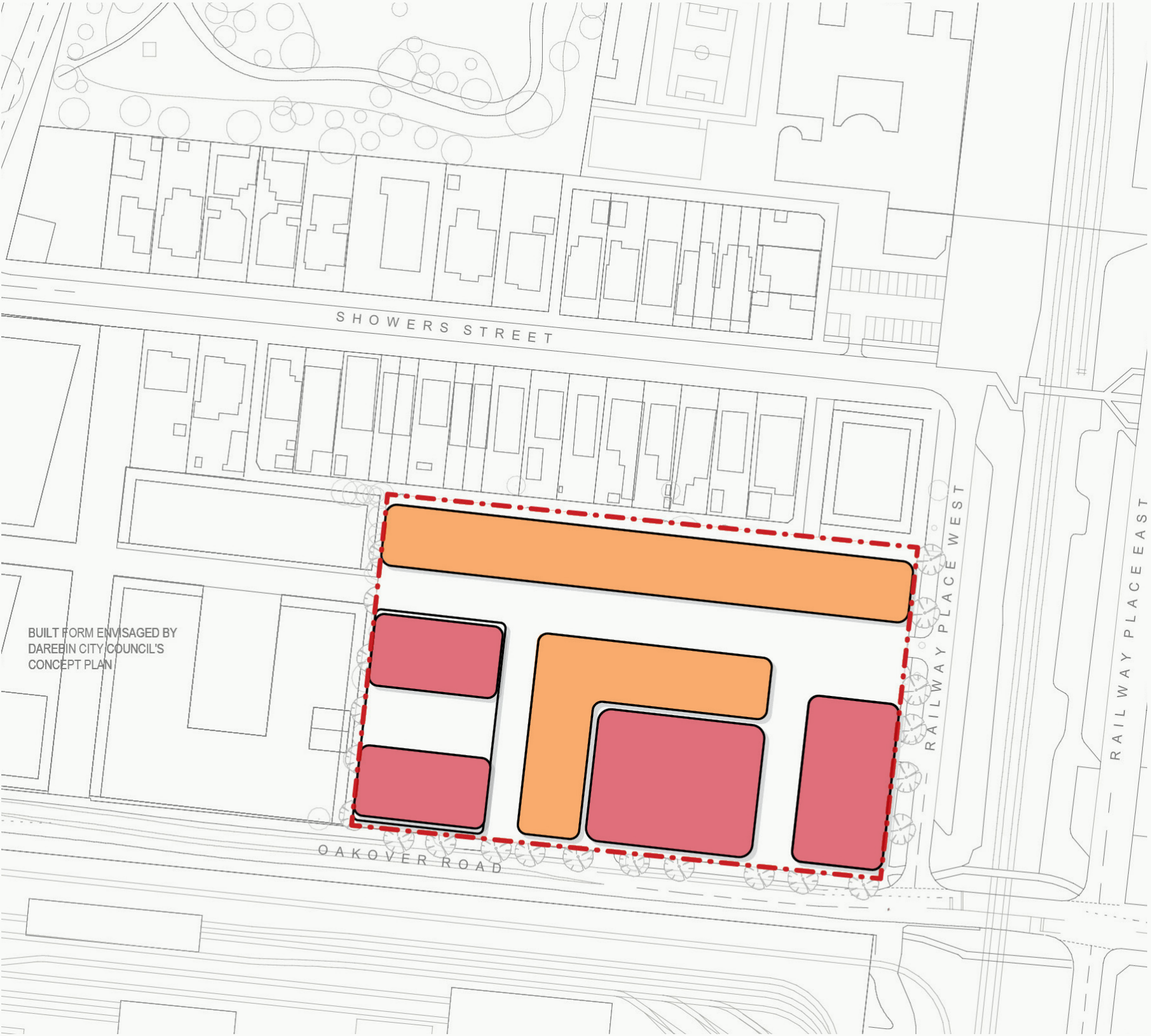


Figure 11.1

11.2 Density - Oakover

The Village Bell Development Plan locates medium-density townhouse types closer to the existing Showers Street residential interface and addressing new internal streets as a transition to higher density apartment buildings to the south.

Small footprint apartment buildings are generally located on Oakover Road that will offer affordable opportunities for single-person households, small families and older residents as well as flexible live-work opportunities.

LEGEND

- High Density - Clause 58 (Apartments 5 storeys or above)
- Medium Density - Clause 55 (Townhouses & apartments up to 4 storeys)

11.0 Land Use & Design Principles (Cont'd)

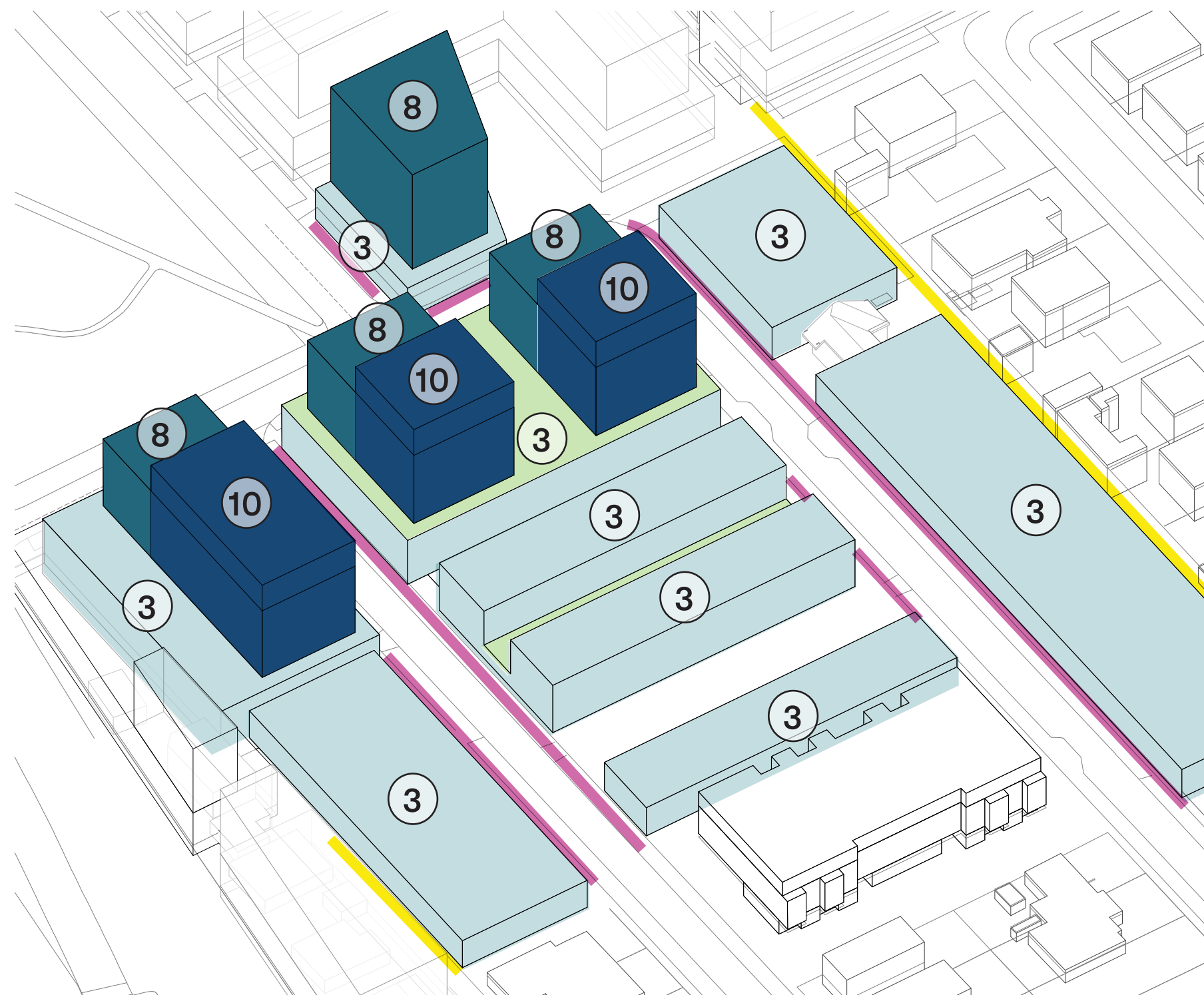


Figure 11.2

AXONOMETRIC VIEW LOOKING SOUTH WEST

11.3 Building Height & Setbacks - Stokes / Penola

The distribution of building heights is designed to minimise impacts to existing residential interfaces to the north and west by limiting building heights (below the preferred maximum) to 3 levels along the entire northern boundary.

The rear setbacks to the 3 level building forms that address the east and west boundaries of the precinct are in accordance with the requirements of DPO Schedule 11.

Higher forms up to 10 levels are proposed to the southern part of the site along Showers Street. Overshadowing of Newman Reserve is considered by stepping down from 10 levels to 8 so no additional shadow is cast by the 8 level building considered under the DPO.

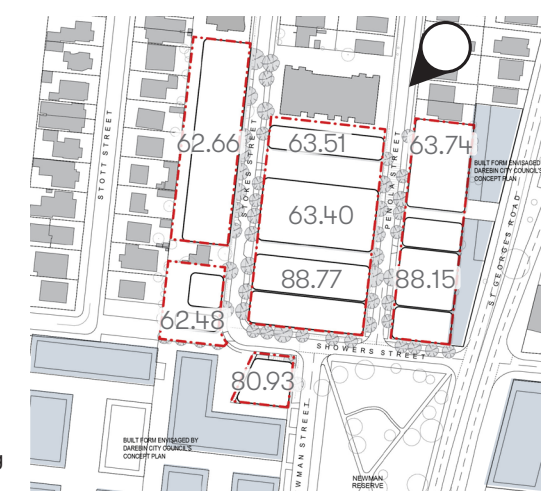
The building forms comply with requirements of DPO11, including:

- At ground level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 3 metres (including a laneway where applicable).
- At first floor level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 5.5 metres (including a laneway where applicable).
- Developments with frontages to streets other than St Georges Road have a building street wall of no more than 3 storeys.

KEY

- Carparking podia/deck
- 1 Level
- 2-3 Levels
- 5-6 levels
- 7-8 levels
- 9-10 levels
- DPO11 - Preferred 2-3m setback above 3 levels
- Rear setback to existing sensitive interfaces

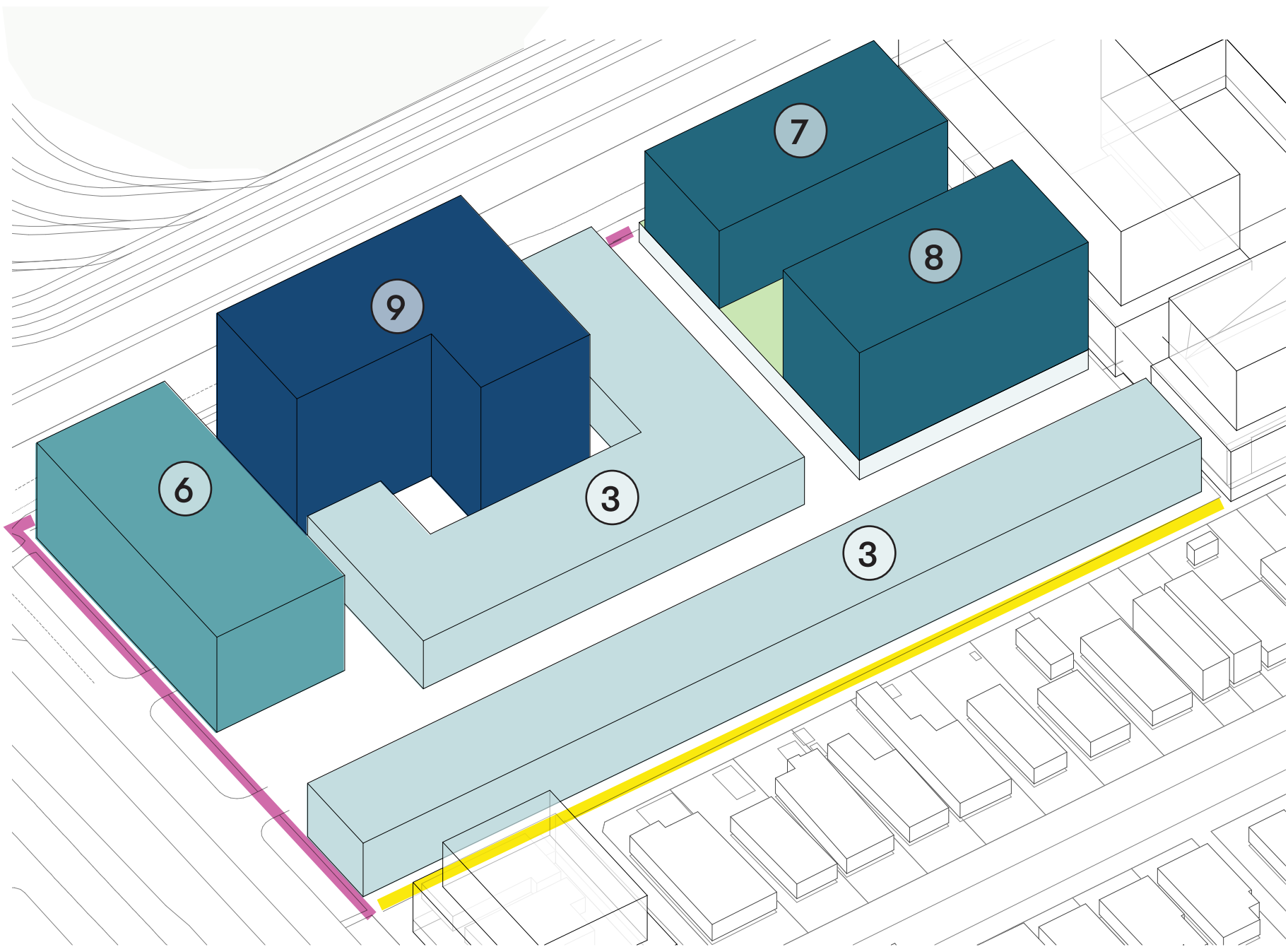
KEY MAP



77.50

AHD - Calculated from preliminary freeboard levels assuming a 4m ground level, 3.15m residential levels, and an additional 1.5m to the last level to allow for roof falls and parapet.

11.0 Land Use & Design Principles (Cont'd)



11.3 Building Height & Setbacks - Oakover

The distribution of building heights is designed to minimise impacts to existing residential interfaces on Showers Street by limiting building heights (below the preferred maximum) to 3 levels along the entire northern boundary.

Higher forms of up to 9 levels are proposed to the southern part of the site addressing Oakover Road to facilitate for additional provision of Social Housing.

The building forms comply with requirements of DPO11, including:

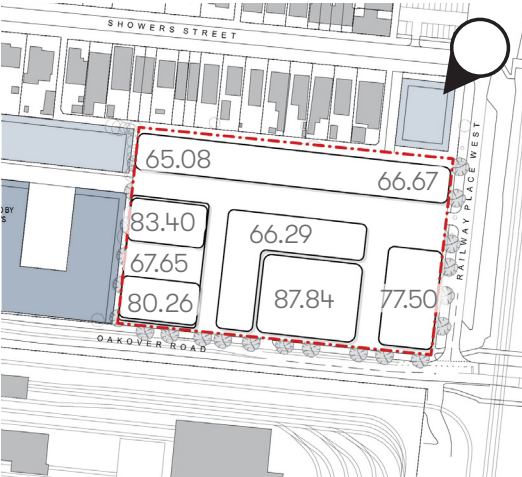
- At ground level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 3 metres (including a laneway where applicable).
- At first floor level, the rear setback of a building from the boundary of an adjoining residential site is to be a minimum of 5.5 metres (including a laneway where applicable).
- Developments with frontages to streets other than St Georges Road have a building street wall of no more than 3 storeys.

An alternative orientation for the 8-storey tower will be considered as shown on the Concept Plan in Section 4.4.

KEY

- Carparking podia/deck
- 1 Level
- 2-3 Levels
- 5-6 levels
- 7-8 levels
- 9-10 levels
- DPO11 - Preferred 2-3m setback above 3 levels
- Rear setback to existing sensitive interfaces

KEY MAP



77.50 AHD - Calculated from preliminary freeboard levels assuming a 4m ground level, 3.15m residential levels, and an additional 1.5m to the last level to allow for roof falls and parapet.

Figure 11.3

AXONOMETRIC VIEW LOOKING SOUTH WEST

11.0 Land Use & Design Principles (Cont'd)

11.4 Building Heights & Anticipated Dwelling Yield

One of the primary objectives of the Public Housing Renewal Program is the replacement of the existing Public Housing at the Oakover Road and Kenwood Court site, currently comprising 26 dwellings, with a new 35 dwelling six level Social Housing building. This forms the Baseline Proposal of this Development Plan as shown in Figures 11.4a and 11.4b.

MAB in partnership with the Director of Housing (DoH) and registered housing association HousingFirst is looking to further increase the supply of Social Housing across both the Oakover and Stokes-Penola precincts by replacing market housing buildings with Social Housing buildings.

The Concept Plan proposes buildings that exceed the preferred heights in DPO11 as shown in Figures 11.4c and 11.4d. If approved, the Concept Plan would facilitate between 73 and 96 additional Social Housing dwellings in OR2 (48 to 64 Social Housing dwellings owned by HousingFirst) and SP3 (25 to 32 additional Social Housing dwellings owned by the Director of Housing). The provision of additional Social Housing above the baseline proposal is directly linked to the market building heights shown in the Concept Plan.

MAB are seeking approval of the building heights in the Oakover precinct based on the following planning principles:

- One additional level is permitted on building OR4 that is only to be Social Housing owned by the DoH
- Two additional levels are permitted on building OR2 on the condition that building OR2 is used for Social Dwellings which could facilitate up to 64 dwellings
- Three additional levels are permitted on building OR6 on the condition that building OR2 is used for Social Dwellings and delivers between 48 and 64 dwellings

In the event that the above principles are not adhered to, the relevant buildings shown in the Concept Plan would revert to the Baseline proposal.

MAB are seeking approval of the buildings heights in the Stokes-Penola precinct based on the following planning principles:

- Two additional levels are permitted on building SP4 and building SP9 are permitted on the condition that building SP3 has commenced construction and will be a Social Housing building.

In the event that the above principles are not adhered to, the relevant buildings shown in the Concept Plan would revert to the Baseline proposal.

The buildings with additional height have been strategically chosen to ensure that there will be no unreasonable amenity impacts on existing adjoining or nearby properties or public land. The additional levels being sought in the Stokes Penola precinct are proposed to be setback so that there is no additional overshadowing to Newman's Reserve than the 8 levels contemplated in DPO11. Further details of the overshadowing is provided in Section 11.5.

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.
The document must not be used for any purpose which may breach any copyright'

11.0 Land Use & Design Principles (Cont'd)

Building Heights - Oakover Precinct

Baseline Proposal (Compliant with DPO11 Preferred Heights)

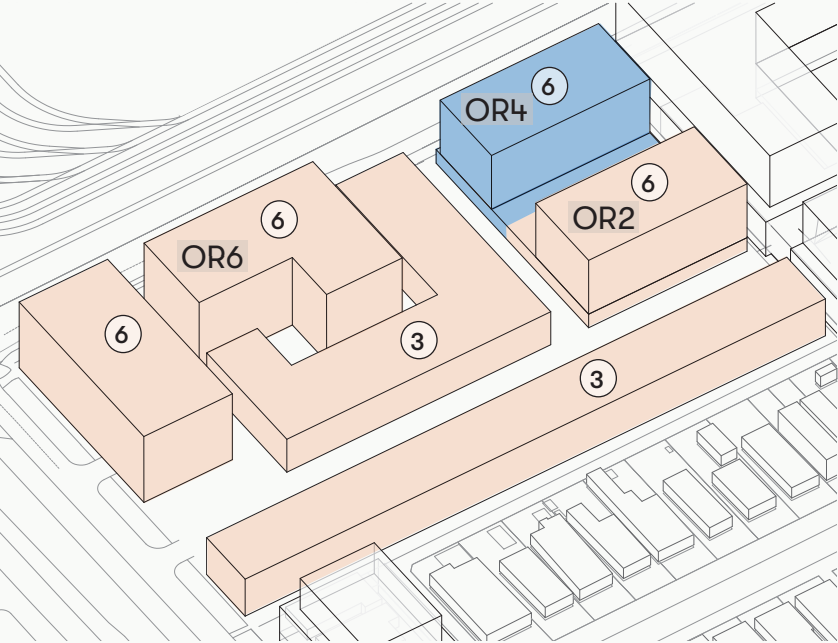


Figure 11.4a

Submitted Concept Plan

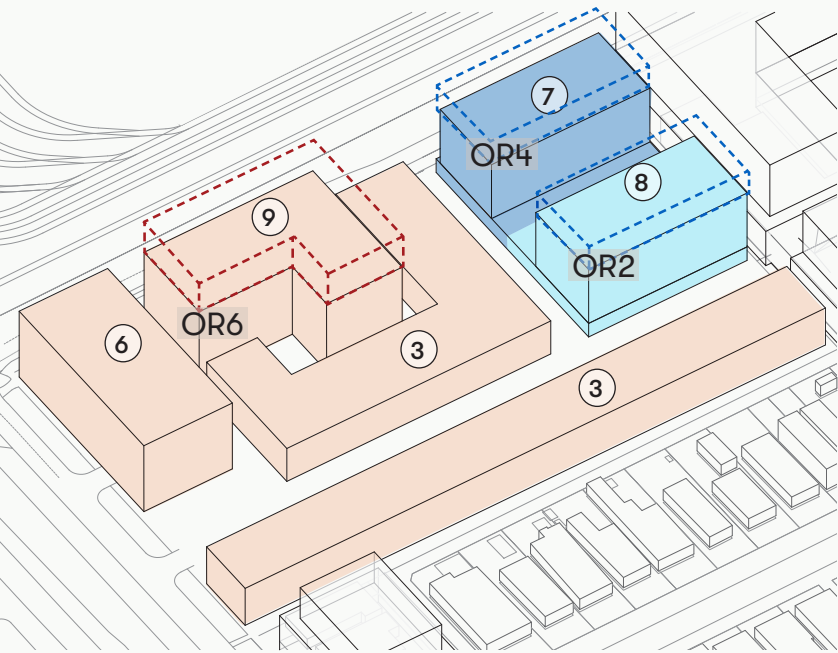


Figure 11.4c

AXONOMETRIC VIEW LOOKING SOUTH WEST

Building Heights - Stokes Penola Precinct

Baseline Proposal (Compliant with DPO11 Preferred Heights)

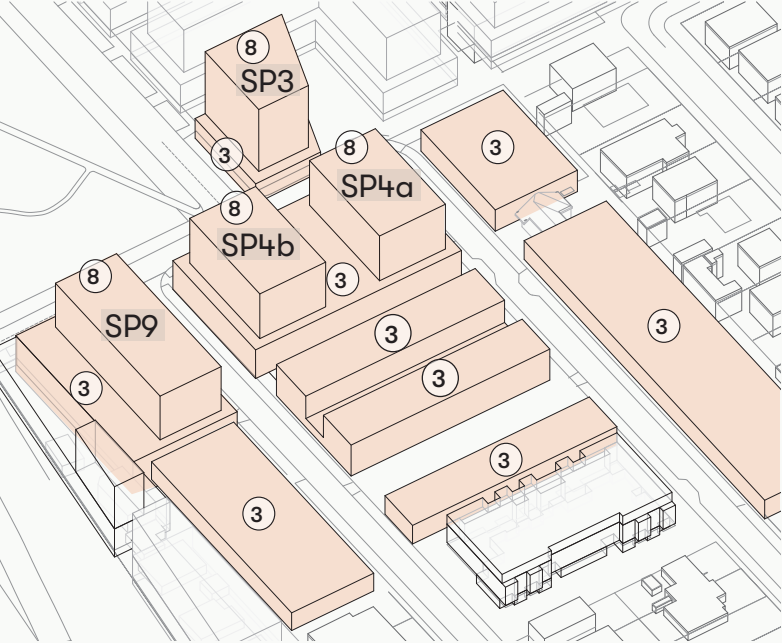


Figure 11.4b

Submitted Concept Plan

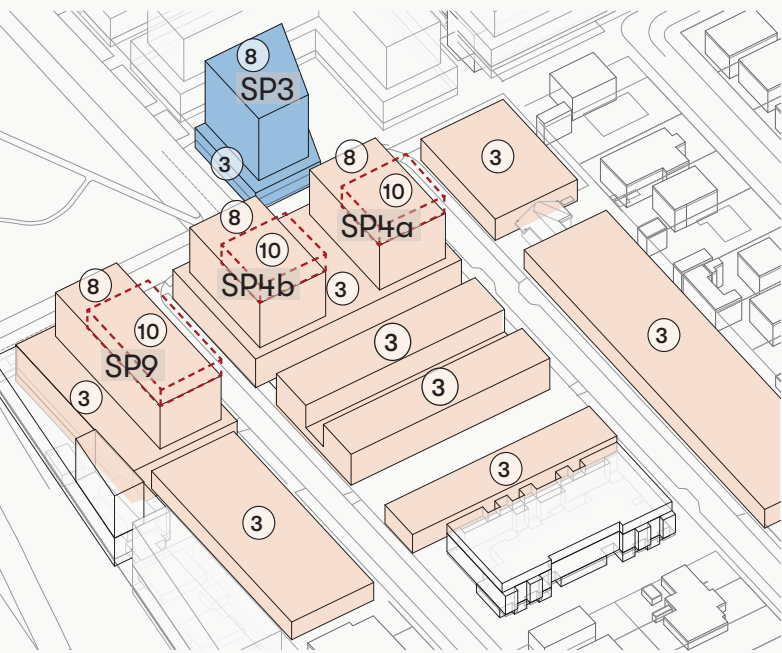


Figure 11.4d

Anticipated Dwelling Yield

Table 11.4

Dwelling Type	DWELLING YIELD	
	Baseline Proposal	Concept Plan (Potential Range)
Private Housing*	350 to 570	350 to 570
Social Housing** (Director of Housing)	35	35 to 67
Social Housing (HousingFirst)	0	48 to 64

*Final yield is subject to Concept Plan approval, adjustments in the dwelling mix in response to demand from the market and design resolution.
** May change due to flexible housing and or planning to accommodate different family sizes and meet changing demands of the Victorian Housing Register.

KEY

- Social Housing Building owned by the Director of Housing
- Social Housing Building owned by HousingFirst
- Market Building
- Levels Exceeding DPO11 Preferred Heights on Market Housing buildings
- Levels Exceeding DPO11 Preferred Heights on Social Housing buildings

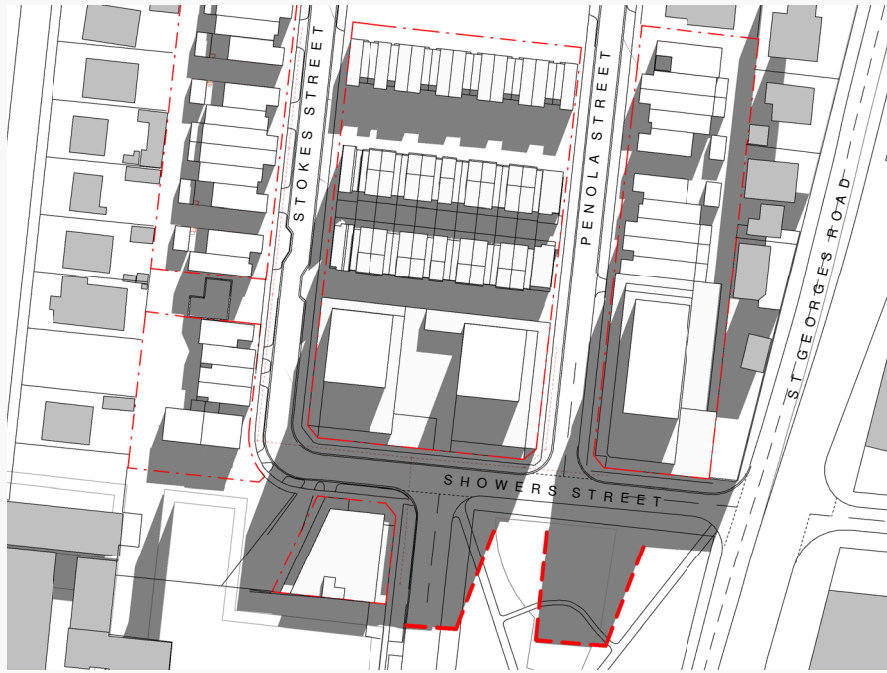
11.0 Land Use & Design Principles (Cont'd)

11.5 Shadow Studies - Stokes / Penola

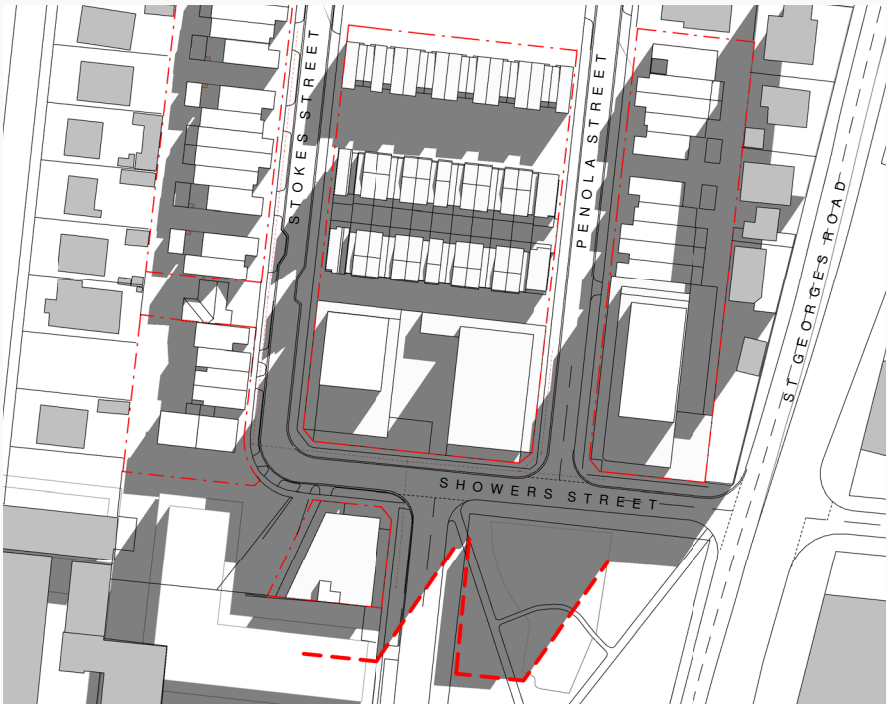
9am - 22nd June



11am - 22nd June



10am - 22nd June




12pm - 22nd June



The shadow studies demonstrate the extent of shadow cast by the proposed built form for June 22 and September 22. The higher building forms are proposed on the southern part of the site along Showers Street and selected having regard to the adjoining private and public realm.

The overshadowing of Newman Reserve by higher built forms is managed by providing greater setbacks to building levels over 8 levels to maintain shadow impacts consistent with the preferred heights in the Development Plan.

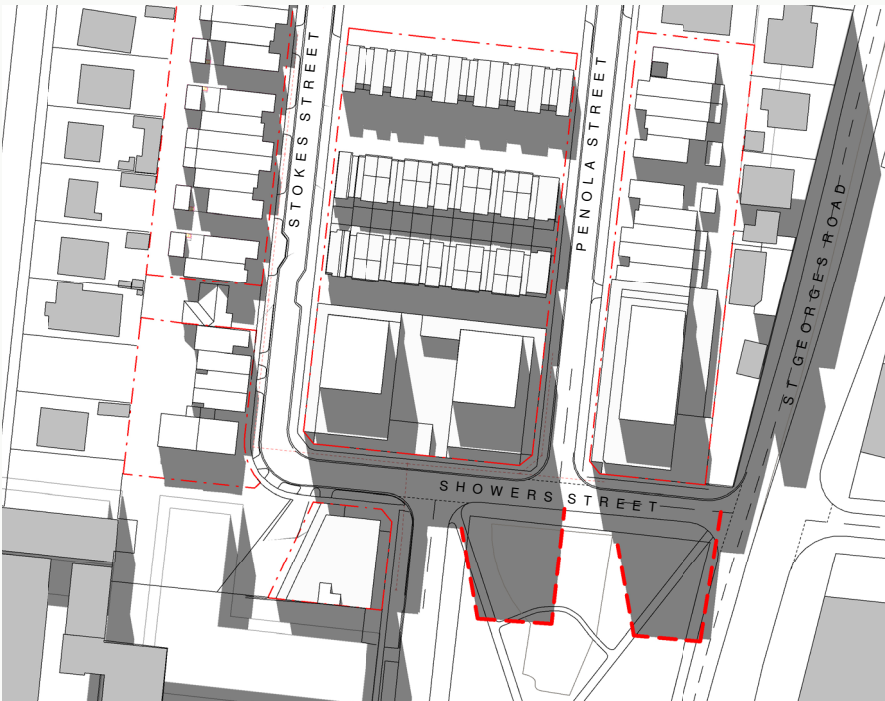
LEGEND

 Red dotted line indicates shadow cast by 8 storey tower

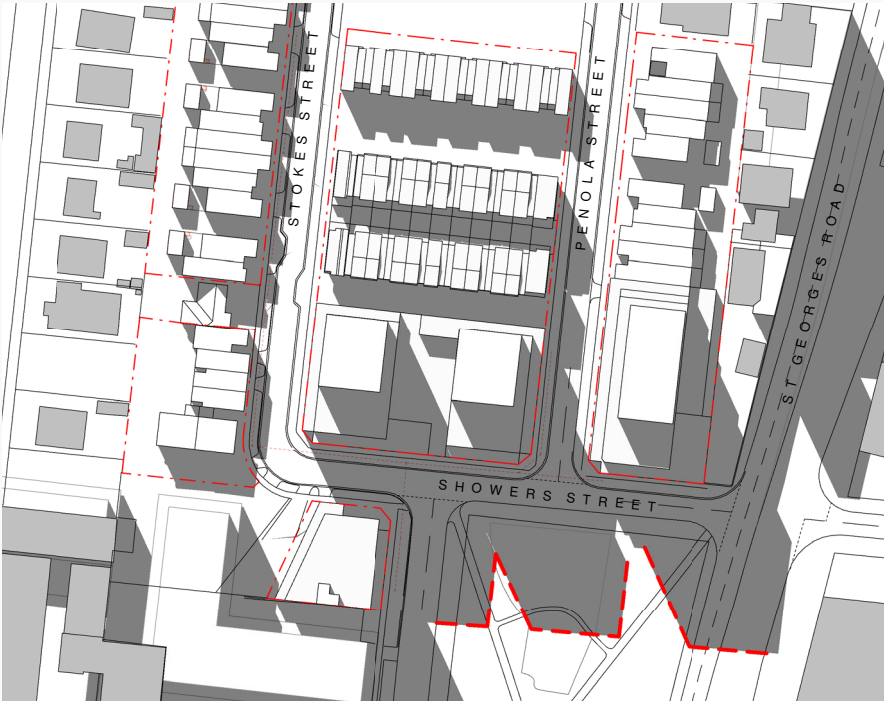
'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright'

11.0 Land Use & Design Principles (Cont'd)

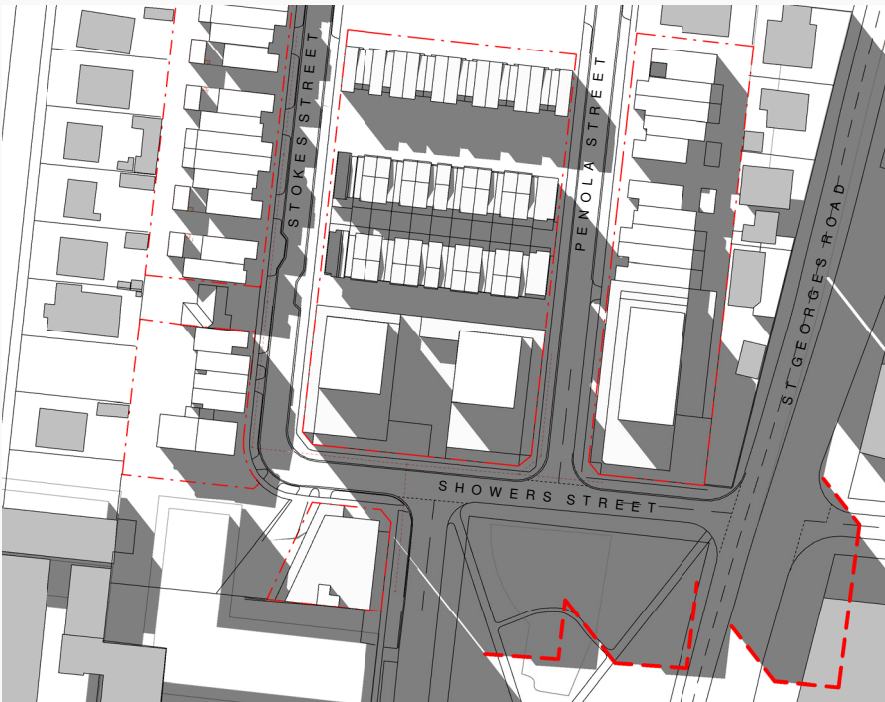
1pm - 22nd June




2pm - 22nd June



3pm - 22nd June



LEGEND

 Red dotted line indicates shadow cast by 8 storey tower

11.0 Land Use & Design Principles (Cont'd)

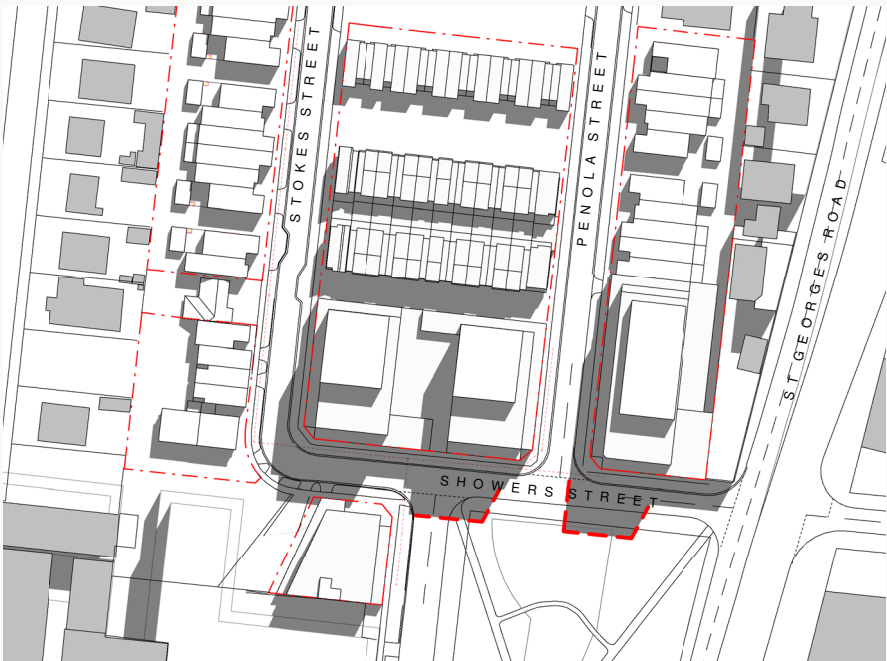
9am - 22nd September



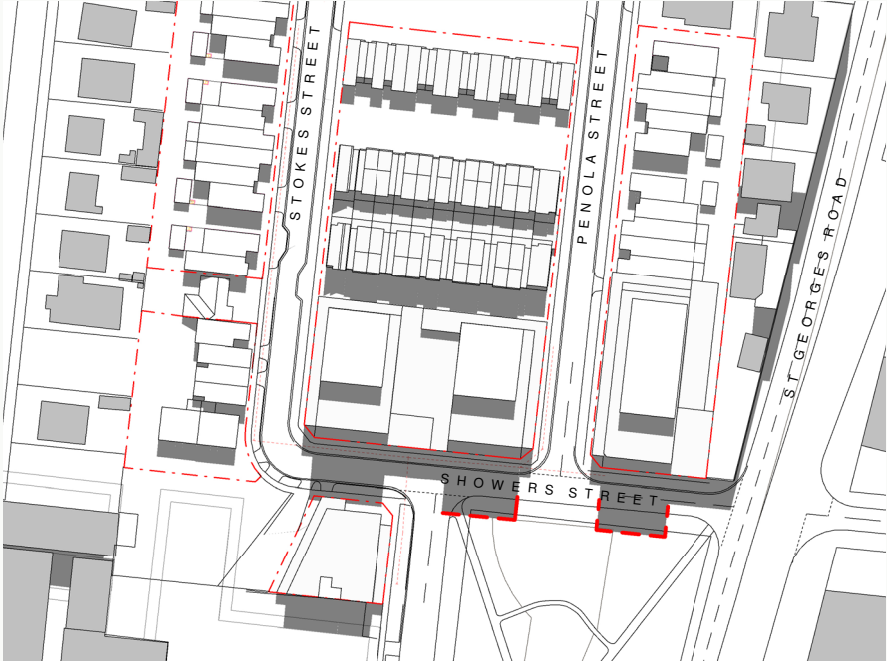
10am - 22nd September



11am - 22nd September



12pm - 22nd September



LEGEND
Red dotted line indicates shadow
cast by 8 storey tower

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987.
The document must not be used for any purpose which may breach any copyright'

11.0 Land Use & Design Principles (Cont'd)

1pm - 22nd September



2pm - 22nd September



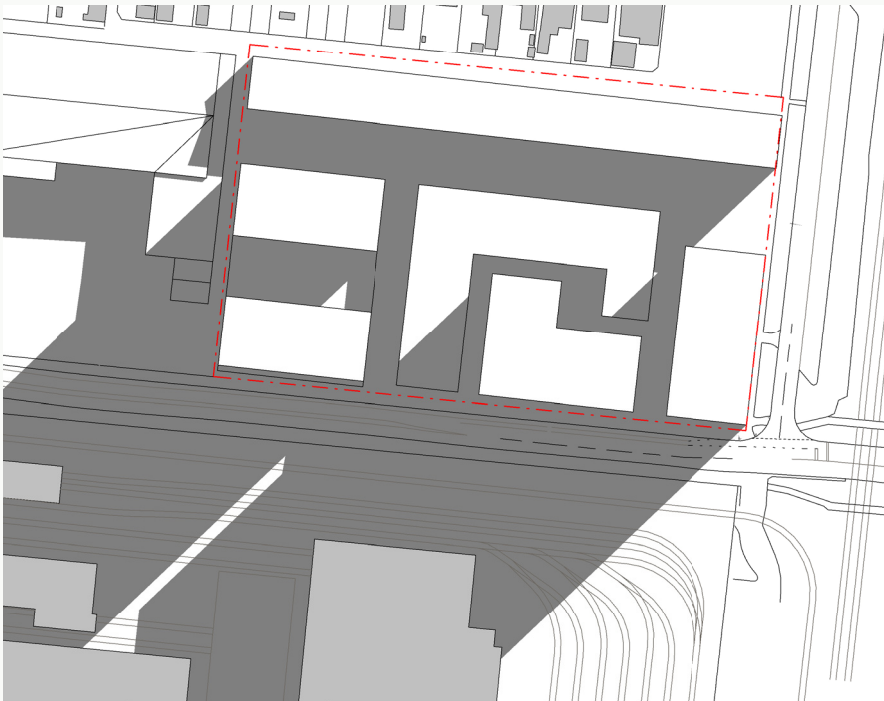
3pm - 22nd September



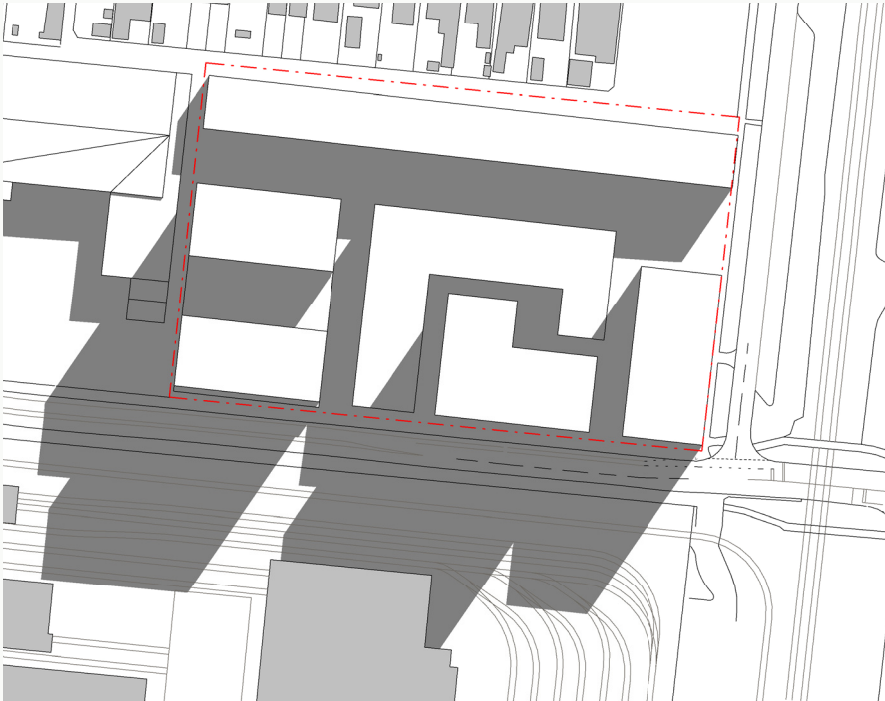
11.0 Land Use & Design Principles (Cont'd)

11.5 Shadow Studies - Oakover

9am - 22nd June



10am - 22nd June



11am - 22nd June



12pm - 22nd June



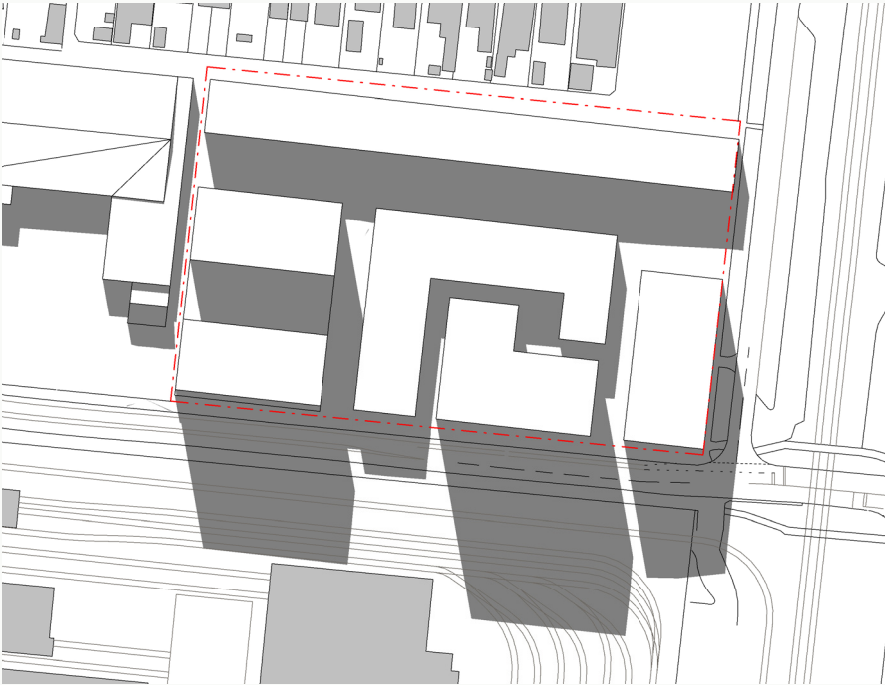
The shadow studies demonstrate the extent of shadow cast by the proposed built form for June 22 and September 22. The higher building forms are proposed on the southern part of the site along Oakover Avenue.

There are no sensitive uses adjoining the southern part of the site given the interface to Railway Parade West and the railway line to the east, Oakover Avenue and the tram depot to the south and commercial land to west. Consequently, there will be no adverse shadow impacts associated with the provision of built form in this location that is higher than the preferred heights in the Development Plan.

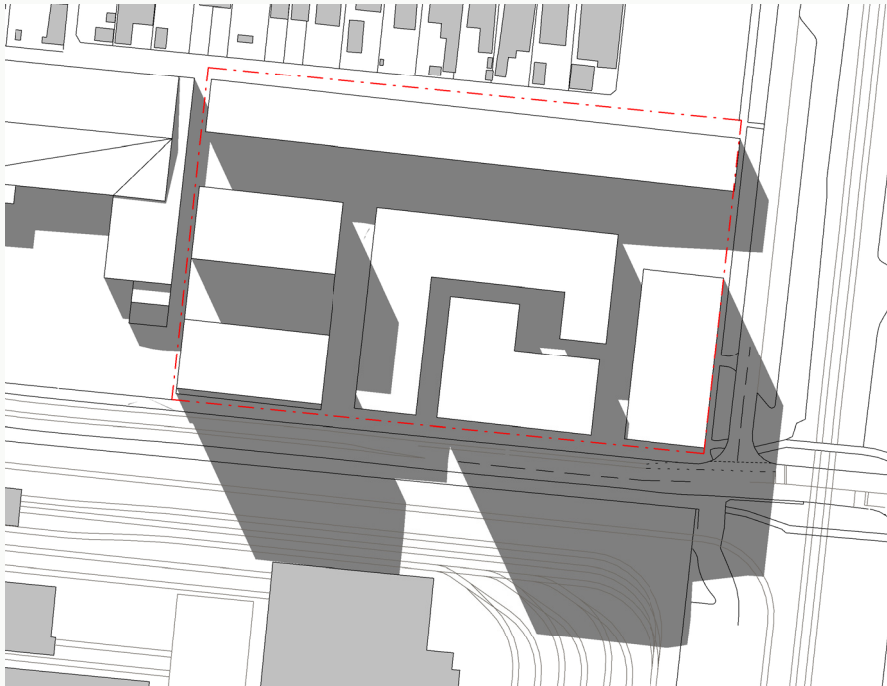
An alternative form will be considered for the building located on the southwest portion of the site as shown in the Concept Plan in Section 4.4. The alternative form will marginally increase the shadows cast on Oakover Road, but will improve solar access for dwellings and private open spaces.

11.0 Land Use & Design Principles (Cont'd)

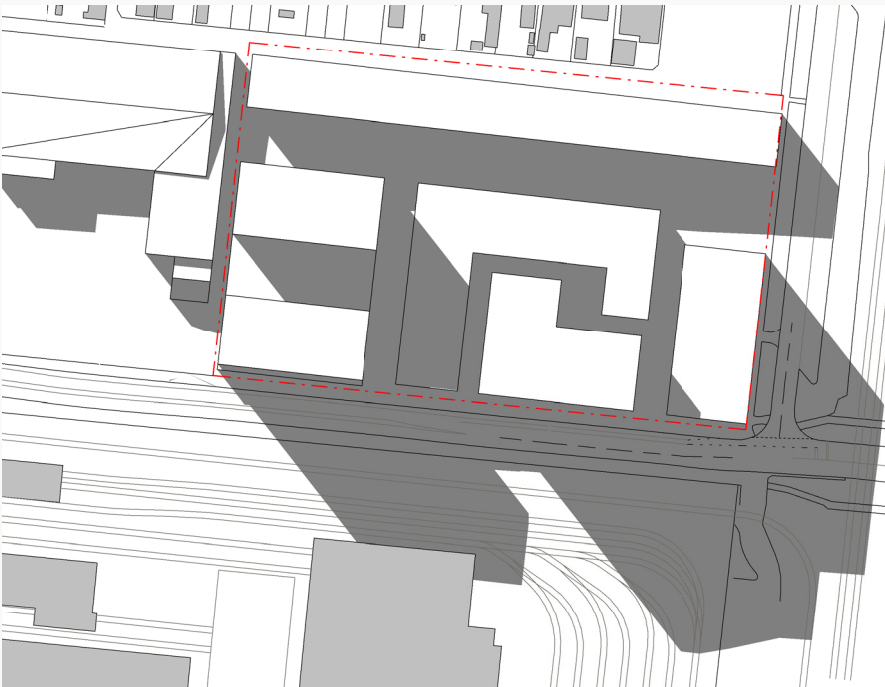
1pm - 22nd June



2pm - 22nd June

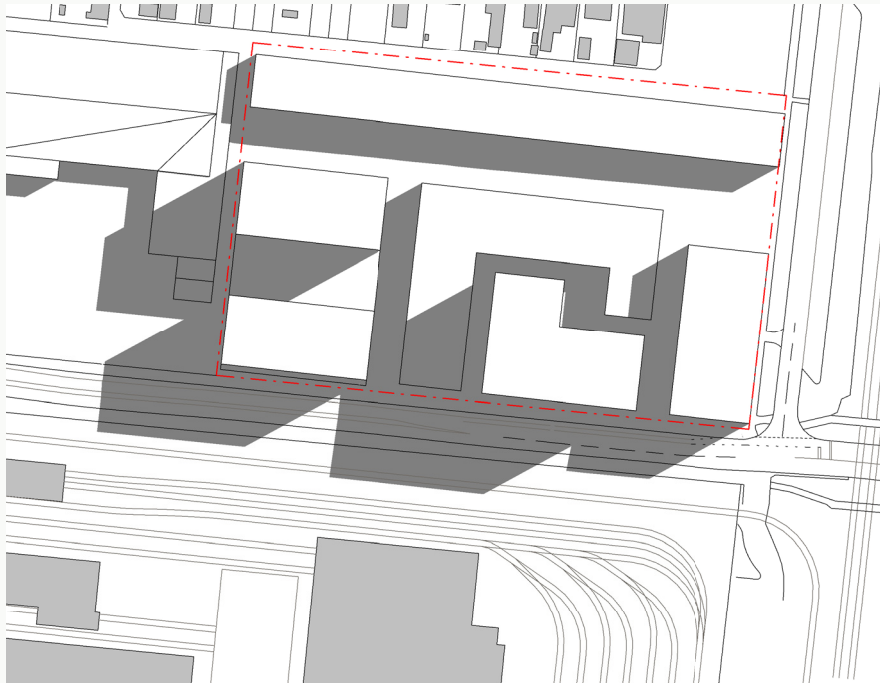


3pm - 22nd June

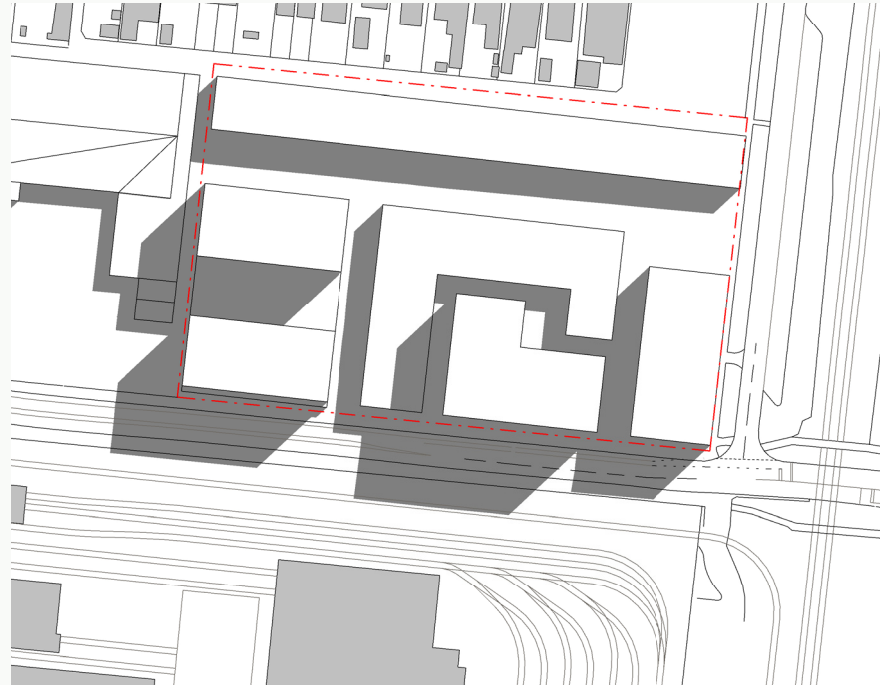


11.0 Land Use & Design Principles (Cont'd)

9am - 22nd September



10am - 22nd September



11am - 22nd September

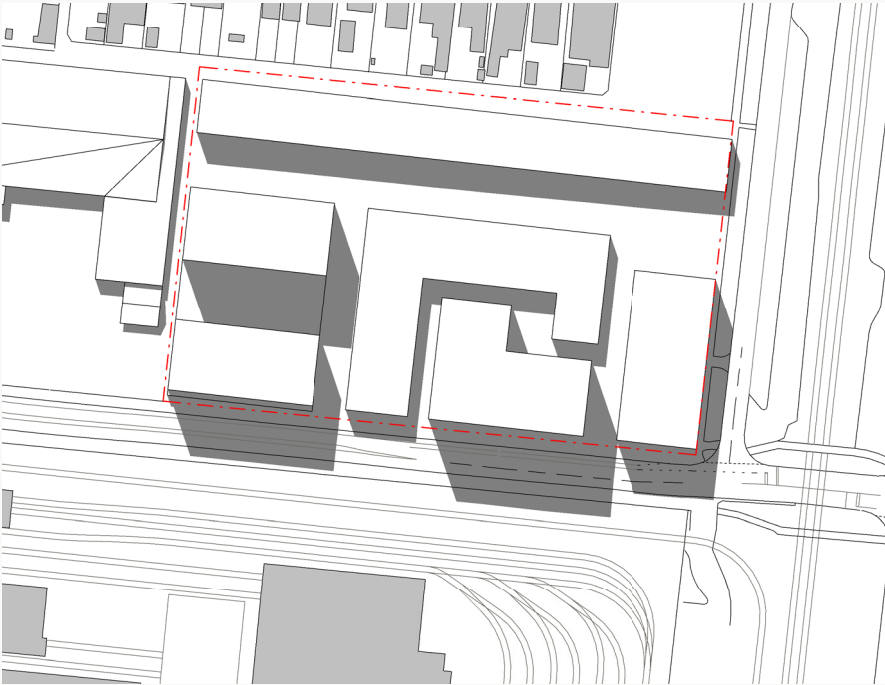


12pm - 22nd September

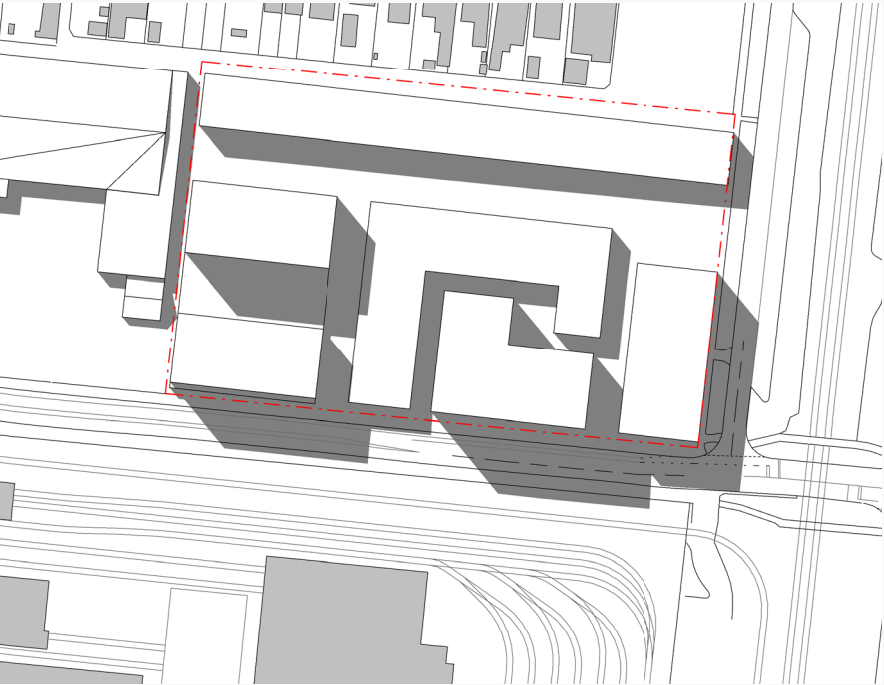


11.0 Land Use & Design Principles (Cont'd)

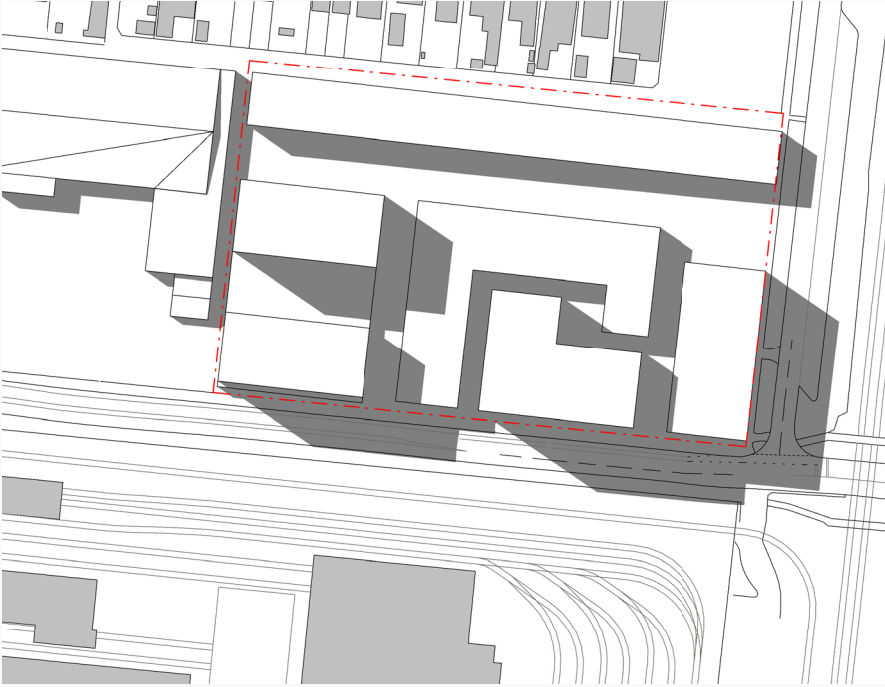
1pm - 22nd September



2pm - 22nd September

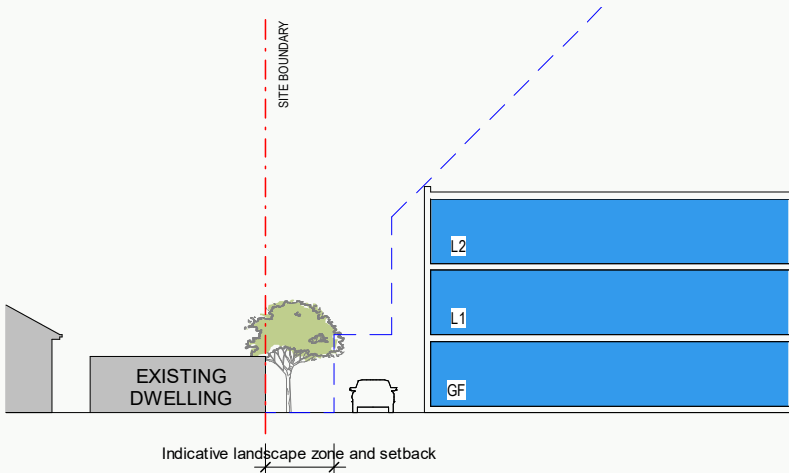
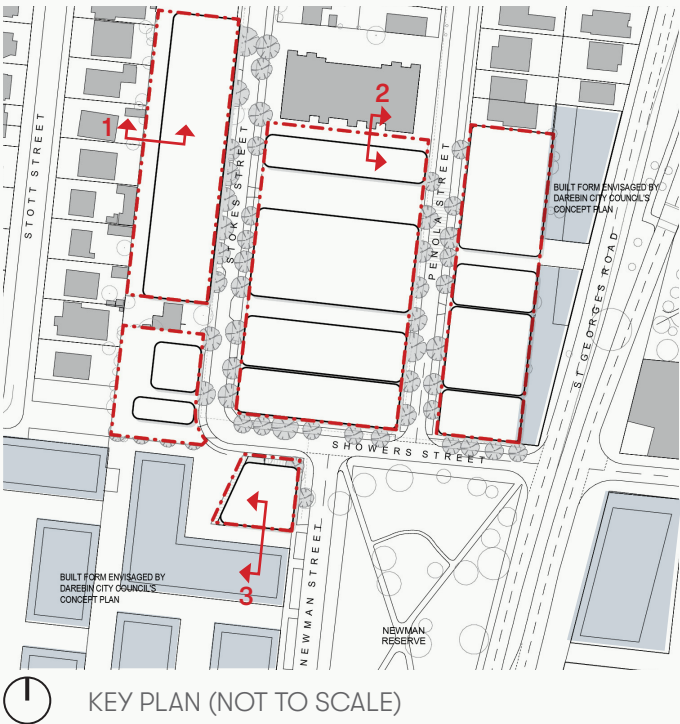


3pm - 22nd September

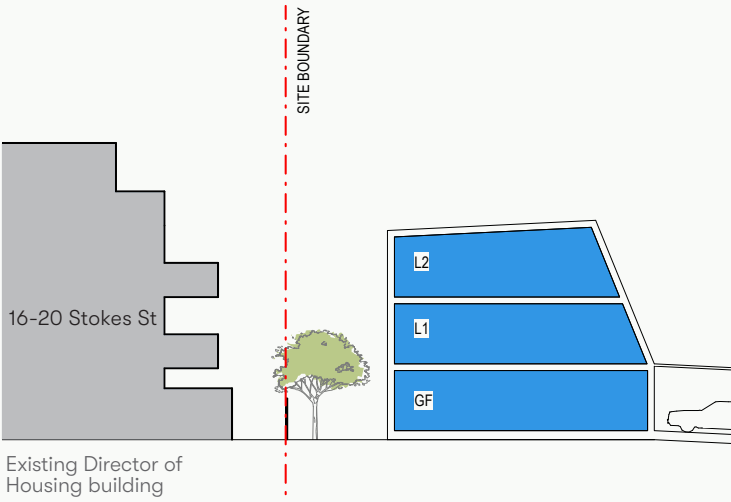


11.0 Land Use & Design Principles (Cont'd)

11.6 Interfaces/Equitable Development - Stokes / Penola



INTERFACE 1
Rear setback of townhouses to existing sensitive interfaces



INTERFACE 2
Townhouses

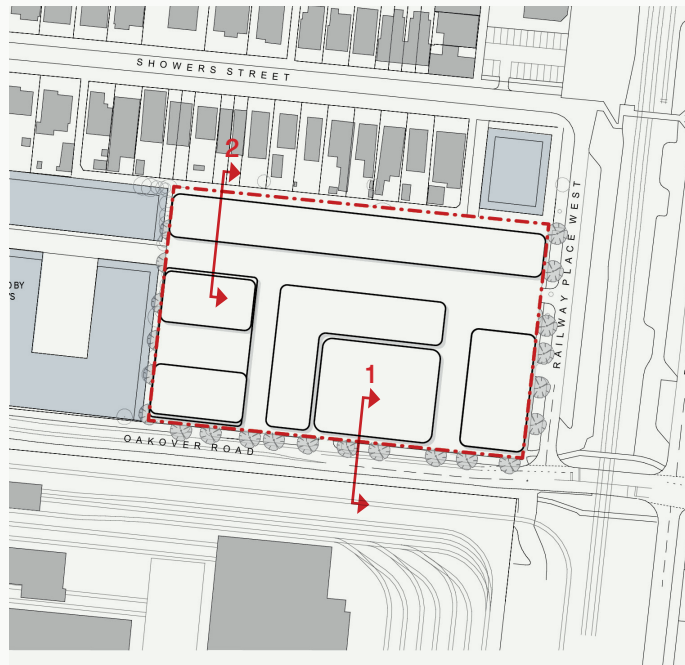


3 NEWMAN STREET
As per City of Darebin concept plan

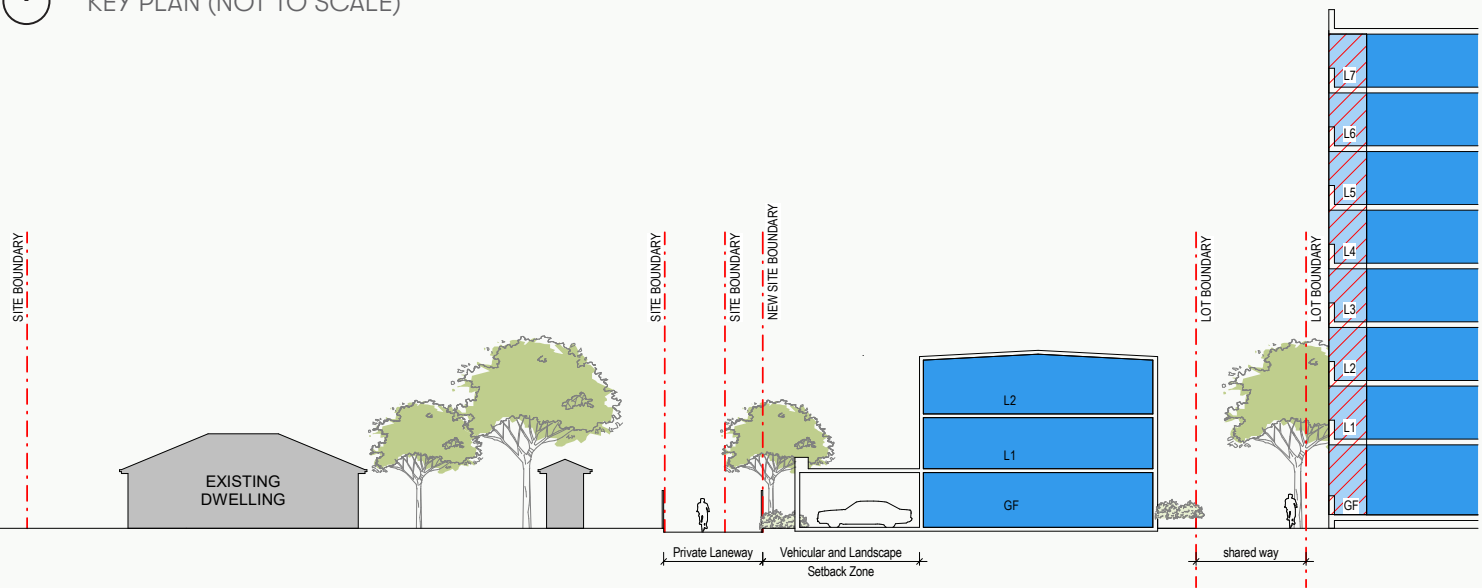
INTERFACE 3
Apartment building with proposed built form as envisaged by City of Darebin concept plan

11.0 Land Use & Design Principles (Cont'd)

11.6 Interfaces/Equitable Development - Oakover



KEY PLAN (NOT TO SCALE)



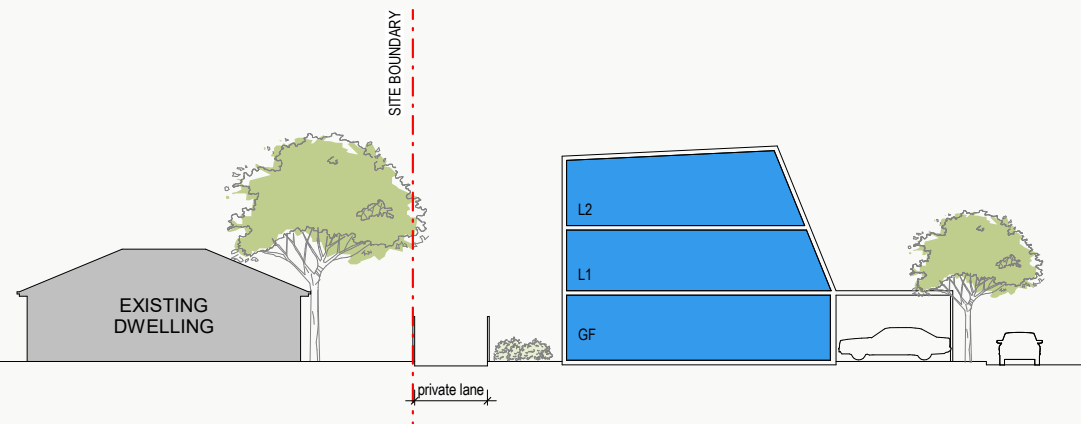
INTERFACE 2 - Preferred Development Option. Subject to titling issues.

Rear Loaded Option

Rear setback townhouses to existing private laneway and existing dwellings



INTERFACE 1 - Oakover Road Interface



INTERFACE 2 - Alternative Option

Front Loaded Option

11.0 Land Use & Design Principles (Cont'd)

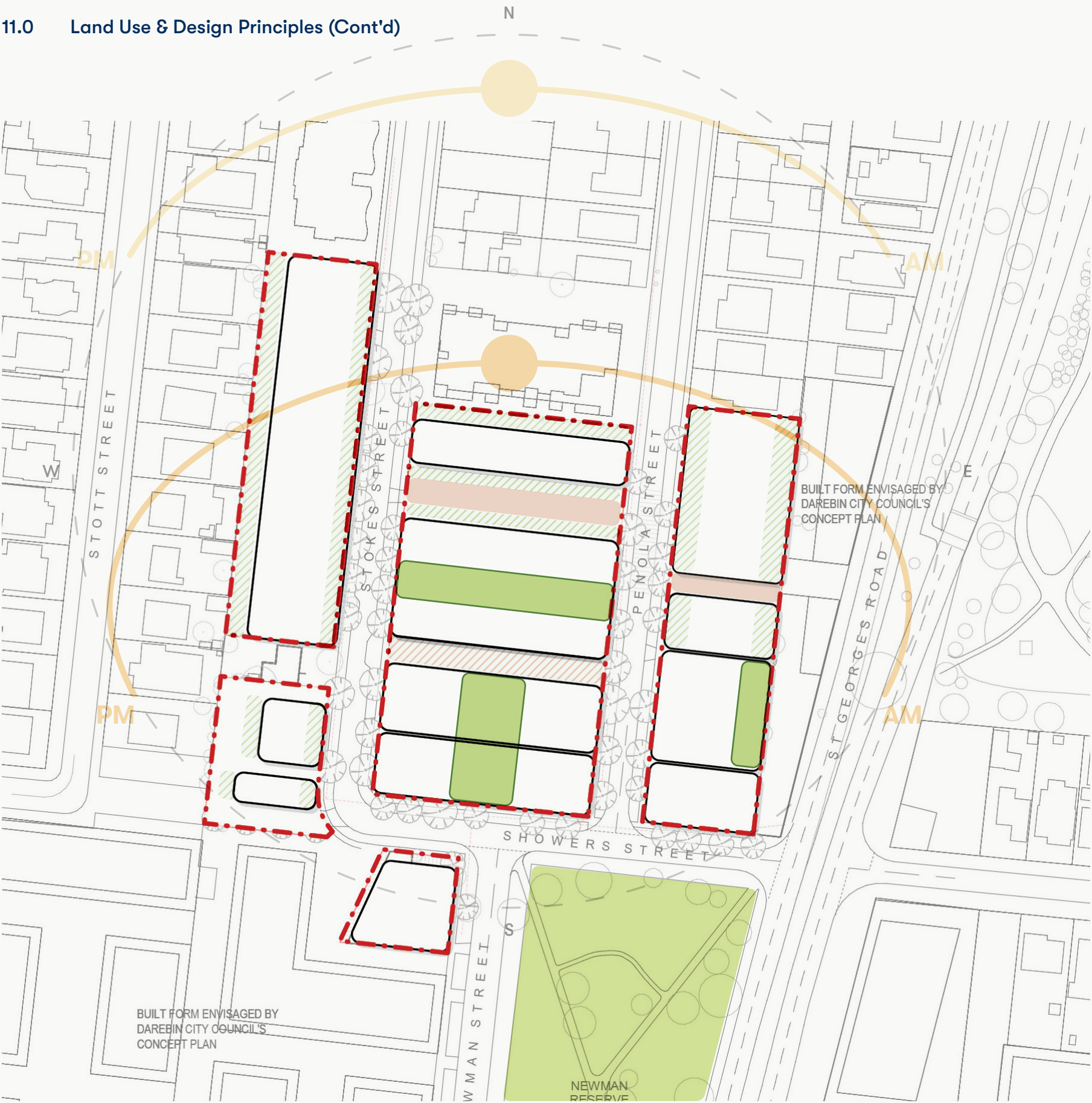


Figure 11.4

11.7 Amenity - Internal & External - Stokes / Penola

Building envelopes have been arranged to allow for excellent solar access, and high levels of daylight and natural ventilation.

The compact footprint of the apartment buildings will maximise north, east and west dwelling orientation with a limited number of dwellings per level.

Townhouse types will benefit from cross ventilation and access to sunlight into living and external private spaces for significant periods of the day.

Upper podium levels of apartment buildings allow for external communal space to complement landscaped pedestrian and cycling friendly through block links at the ground level. Increased tree canopy cover is proposed in both the public and private realms. This will improve the overall quality of amenity for the site and its surrounds.

- LEGEND
- Summer Sun
 - Winter Sun
 - Publicly Accessible Open Space
 - Pedestrian Priority Network
 - Vehicle / Pedestrian Network
 - Indicative Private Open Space
 - Communal Podium Courtyard
 - Title Boundary

11.0 Land Use & Design Principles (Cont'd)

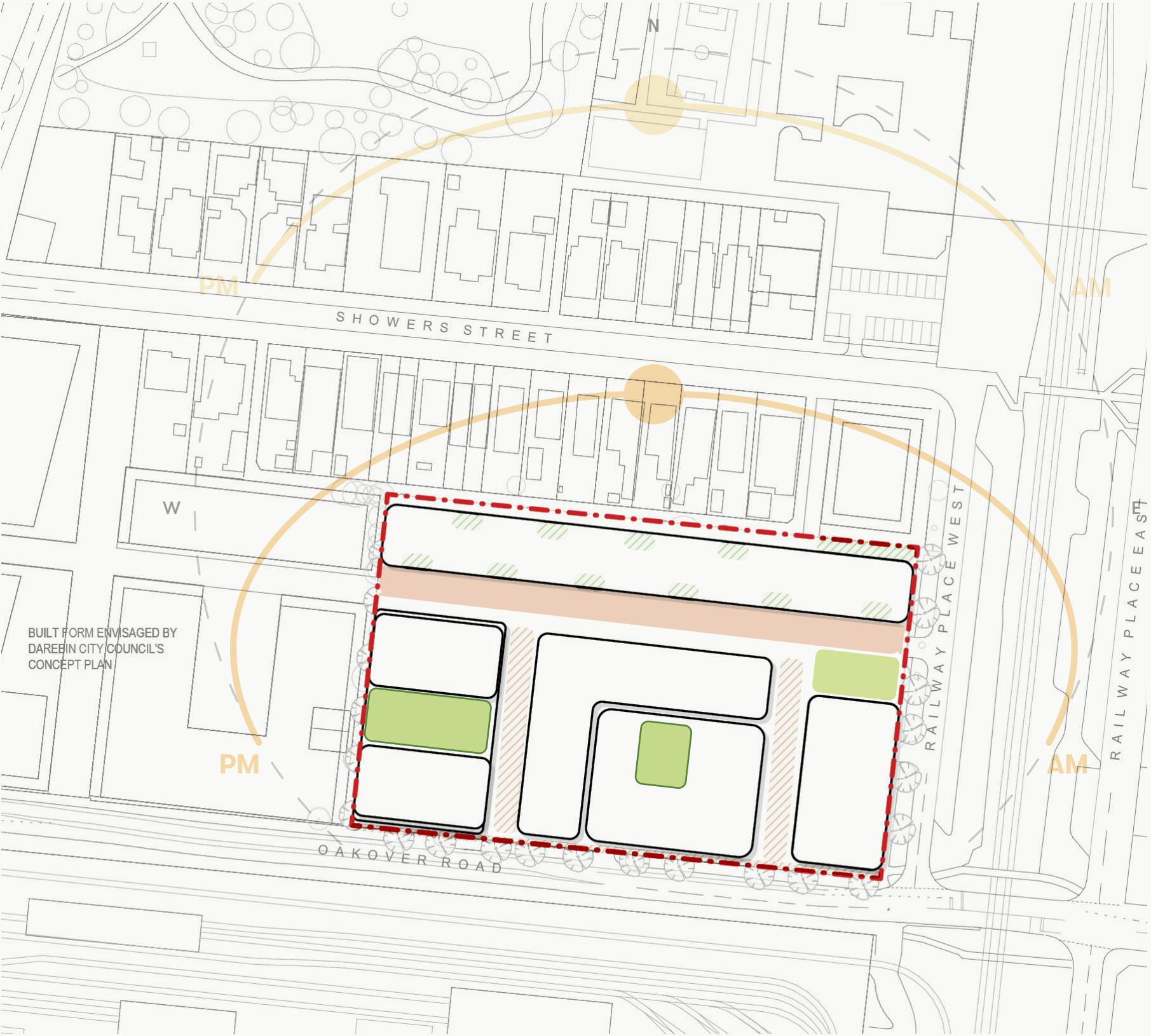


Figure 11.5

11.7 Amenity - Internal & External - Oakover

Building envelopes have been arranged to allow for high levels of daylight, sunlight and natural ventilation. The compact floorplate of the apartment buildings limits the number of dwellings per level.

Townhouse types will benefit from cross ventilation and access to sunlight into living and external private spaces for significant periods of the day.

A proposed pocket park, pedestrian, and cycling priority to internal links will provide an improved quality of public realm amenity with a particular focus on providing child-friendly spaces. Increased tree canopy cover is proposed in both the public and private realms. This will improve the overall quality of amenity for the site and its surrounds.

'This document is made available for the sole purpose of enabling its consideration and review as part of a planning process under the Planning and Environment Act 1987. The document must not be used for any purpose which may breach any copyright'

11.0 Land Use & Design Principles (Cont'd)

11.8 Architectural Quality

Materials & Details

Materials will be robust with resilient finishes that require minimal ongoing maintenance and will maintain quality over time.

Appropriate facade materials will include:

- Face brick
- Masonry or concrete blocks or panels
- Painted and natural horizontal/vertical metal cladding
- Painted and natural lightweight panel systems
- Timber battens/screening systems
- Perforated screening systems
- Metal shades and feature window surrounds



1. John Street Apartments, Box Hill (Hayball)
2. Yorkshire Brewery Apartments, Collingwood (Hayball)
3. The Mariner New Quay, Docklands (MAB)
4. South Road Affordable Housing (MAB with Hayball)
5. GTV 9 / Studio 9 Precinct (Hayball)

11.0 Land Use & Design Principles (Cont'd)

11.8 Architectural Quality (Cont'd)

Articulation

The precinct comprises several individual buildings with a diverse architectural language. This strategy will deliver new places of a strong identity with an architectural language of subtlety and variety which is context-specific and tenure blind.

Articulation to consider:

- Varied materiality and detail in accordance with an overall strategy accounting for the context of each building location
- Each building and its components responsive to environmental and amenity influences.

Using an effective design and language strategy allows multiple buildings to have their own character and personality.

Subtle variety in architectural elements and material palettes creates the context of 'my home', 'my building', 'my street', for future residents, each with a clear identity that individual residents can associate.

Concept Images



11.0 Land Use & Design Principles (Cont'd)

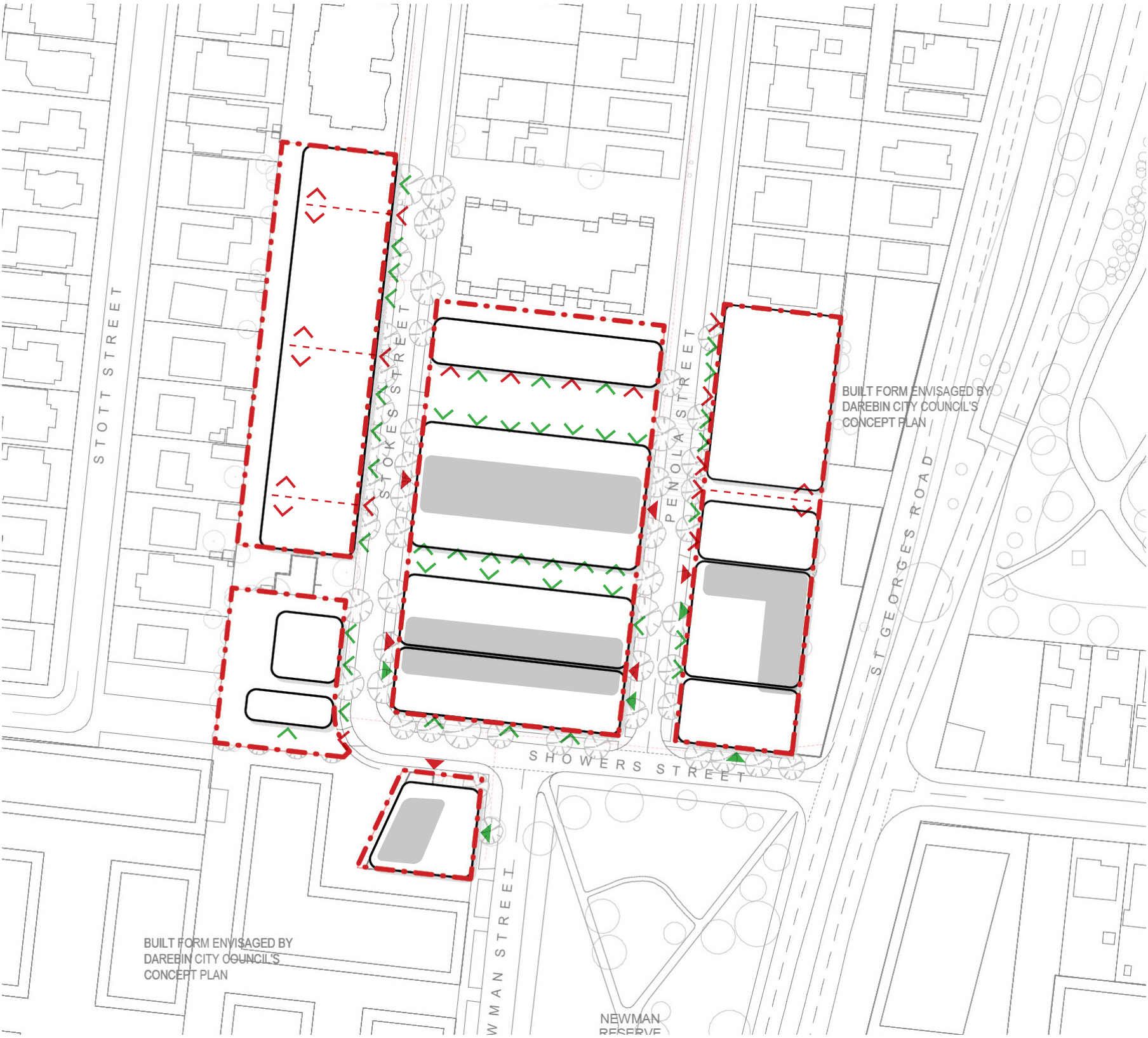


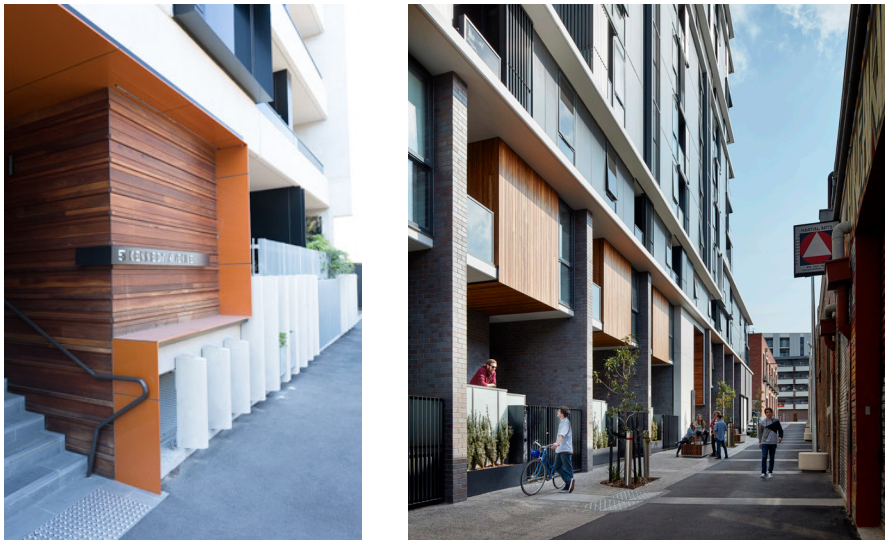
Figure 11.6

11.9 Building & Vehicle Access - Stokes / Penola

The existing street network is enhanced with a series of pedestrian and cycling priority east-west links. The development will integrate legible wayfinding to identify individual dwelling entries for ground-level townhouses and apartment lobbies that access upper apartment levels.

Consolidated carpark zones and entries are limited and fully 'sleeved' by a mixture of uses at ground level to minimise the visual impact of car parking to streets.

Visitor parking will be available within the existing street frontages. Individual dwelling parking will be configured in a combination of front, side and rear-loaded arrangements to reduce the impact of crossovers and cars onto street frontages.



- LEGEND
- Carparks
 - Indicative Apartment Entry
 - Indicative Dwelling Access
 - Indicative Carpark Entry Point
 - Indicative Vehicle Access Point

11.0 Land Use & Design Principles (Cont'd)



Figure 11.7

11.9 Building & Vehicle Access - Oakover

The opportunity of a new east-west shared street (with pedestrian and cycling priority) in addition to use of the existing rear lane along the site's northern boundary, unlocks the potential to provide a variety of pedestrian links and a mix of front and rear loaded dwellings. This minimises the impact of vehicular traffic on this new east-west street and provides for positive address points.

Carpark entries located along Oakover Road for on-site parking are sleeved by a variety of active uses to minimise the visual impact to the street edges. An option for a second apartment carpark access point from the east-west street is maintained, to provide flexibility for optimal servicing of the Social and Affordable Housing.

Two pedestrian and cycling only north-south links provide further amenity, building address points and opportunities for integrated landscaping.



Hayball

Melbourne

Level1/250 Flinders Ln,
Melbourne VIC 3000
T +61 3 9699 3644

Sydney

11–17 Buckingham Street
Surry Hills NSW 2010
T +61 2 9660 9329

Brisbane

Level 12, 324 Queen Street
Brisbane QLD 4000
T +61 7 3211 9821

hayball@hayball.com.au
hayball.com.au

