

15/10/2015  
C147**SCHEDULE 19 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO19**.

**NORTHLAND URBAN RENEWAL PRECINCT****1.0**15/10/2015  
C147**Design objectives****General**

To encourage urban redevelopment that achieves higher densities in accordance with the objectives and vision of the *Northland Residential Neighbourhood Precinct Structure Plan, 2014* to promote active modes of transport and supports ongoing investment in public transport infrastructure.

To encourage high quality development in accordance with the directions for the La Trobe National Employment Cluster.

To provide an appropriate transition in scale and design to surrounding areas planned for less intensive development outcomes in General Residential and Neighbourhood Residential zones.

To provide an appropriate transition in scale and design to adjoining lots with lesser development potential within the Residential Growth Zone.

To ensure that development creates a consistent and activated high quality street edge.

To support the redevelopment of well-designed private and social housing in proximity to services and public transport.

To facilitate improvements to the public realm through the delivery of enhanced new pedestrian links, especially linkages to the Darebin Creek environs and services such as public transport, schools, shopping areas and parks.

**Parking and Access**

- To ensure development provides bicycle and vehicle parking and access conditions as per objectives and guidelines of Clause 22.06.
- To maximise the retention of existing on street car parking spaces where possible and avoid proliferation of vehicle crossovers.
- To create new laneway links in consolidated development to support alternative vehicle access and parking away
- To minimise adverse impacts of development on local traffic conditions.

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C147**Buildings and works****2.1**15/10/2015  
C147**Permit Requirement**

A permit is not required:

- To construct or extend a single dwelling, or carry out works in association with the use of a single dwelling on a lot in excess of 300 square metres.

- To construct or extend an out-building, garage, car port or other structure associated with a dwelling on a lot in excess of 300 square metres provided that it is set back from front, side and rear boundaries in accordance with requirements of the zone.

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### Application

The requirements below apply for multi-dwelling development and are in addition to the general built form objectives contained in the *Residential and Mixed Use Development at Clause 22.06* and the *Residential Built Form Guidelines, 2014*.

Where the requirements of this Schedule conflict with and/or are inconsistent with the requirements of Clause 55, the requirements of this Schedule shall prevail.

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### Northland Residential Neighbourhood Preferred Built Form Outcome

The Northland Urban Renewal Precinct area comprises the existing traditional residential area surrounding the Northland Shopping Centre. This precinct extends north from Murray Road to the southern edge of the Summerhill Village neighbourhood centre. In addition to housing, the precinct also accommodates the East Preston Islamic College and the Preston North East Primary School.

The precinct includes a high proportion of aged housing stock and is predominantly occupied by single storey detached dwellings on 500-600sqm lots. There are also significant areas of cluster housing and townhouses that have emerged over the last 20 years, predominately along and north of Wood Street.

Public housing currently accounts for over 20% of all dwelling stock in the precinct. Much of the original detached public housing stock is now in private ownership, however the proportion of public housing remains much higher than the Melbourne average.

This area continues to experience gradual change as a consequence of an aging community and a number of long term residents down-sizing. Renewal is in the form of renovations, upgrade and maintenance of public housing stock, and villa unit or townhouse development. Most streets in the precinct run east-west so the potential for overshadowing of private open space from built form should be carefully considered.

Redevelopment to a taller built form in this area relies on the consolidation of lots to create parcels over 1000m<sup>2</sup> as strategic sites. As such these sites are better able to manage the negative off-site impacts and those at the sensitive interfaces.

There are strong opportunities for lot consolidation within the precinct to achieve:

- more efficient redevelopment parcels and apartment style built form;
- encourage a more compact built urban form;
- deliver a higher level of surrounding amenity at ground level;
- improve pedestrian safety;
- promote active modes of transport (walking and cycling); and
- improve public/private interfaces to create high quality streetscapes.

#### Precinct A:

This precinct is proximate to the Northland Shopping Centre and contains several large strategic opportunity sites. There is the potential for mixed use developments by encouraging flexible ground level building footprints to cater for uses including home-based businesses, or community uses opposite the Shopping Centre. Along these edges where a greater emphasis is being placed on improving the quality of the public realm and reducing front setbacks, it should be considered to foster increased casual surveillance of the street and interaction with the public realm.

**Precinct B:**

This Precinct is disconnected from the southern edge of the Summerhill Village shopping centre by a significant land fall, although there is the potential for improving several pedestrian/road connections. It is anticipated that increased development pressure will occur as the area becomes recognised for its proximity to employment opportunities and local services and schools.

Redevelopment is encouraged where it enables buildings to face onto public open space, especially in locations where open space currently is bordered by side or rear fences.

**Precinct C:**

The northern section of this corridor extends from Murray Road north approximately 1800 metres to a major intersection with Plenty Road and Bouldrewood Parade. It forms the western edge to the La Trobe National Employment Cluster. This road takes a high volume of traffic daily which will continue to grow as the greater sub-region population increases. The housing stock along Albert Road is characterised by single stand along dwellings with a front garden space. The changing role of this major arterial road is expected to lead to an increasing decline in amenity and individual site accessibility.

The low level of redevelopment on this corridor to date affords the opportunity for future consolidation of lots to create efficient development parcels and a compact urban form is encouraged within the precinct. It is likely that mixed uses such a small business servicing the local area will establish on consolidated and corner sites along this corridor.

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**General Requirements**

- New development should demonstrate how it will correspond to existing conditions (such as secluded private open spaces and habitable room windows) on adjoining sites that are unlikely to be developed (e.g. strata titled lots).
- The common pedestrian areas of new buildings should be designed with legible and convenient access, with hallway and lobby areas of a size that reflects the quantity of apartments serviced and which can be naturally lit and ventilated.
- Through orderly and functional siting and design new development should be oriented to maximise the quantity of dwellings overlooking the public realm and minimise the need for screening to habitable living rooms and private open spaces or balconies within the development.
- Development should provide for rooms with direct daylight access and avoid layouts which rely on daylight access through an adjacent room or deeply recessed window corridors designed in a 'battle-axe' configuration.
- Apart from the Albert Street corridor, a domestic design approach is encouraged and should comprise a balance of solid and void elements, embellished with architectural features such as balconies, fenestration, window sills, eaves and roof forms.
- Materials should be recognisably domestic in their application and finish, having regard to the site context, e.g. brick and timber. Composite panelling or materials that are typical of commercial buildings are discouraged in residential streets.
- Blank walls and high side fences should be avoided. Where a blank wall is proposed as an interim condition subject to future adjoining development, the colour, texture or finish of the wall should be designed to be attractive to passing pedestrians.
- New development adjoining Darebin Creek public open spaces should engage with the these environments via windows which overlook, fencing which is visually permeable and attractive design which enhances passive surveillance and enjoyment of these public spaces.
- On Strategic Sites and sites with frontages exceeding 100 metres development should be sited and designed to accommodate new pedestrian through-links between streets.

New development adjoining the Darebin Creek environs and related public open spaces should engage with these environments via one of several of the following measures:

- Orientation development towards the creek environs, public open spaces and towards Autumndale Avenue and Seston Street;
- Providing smaller building footprints to create access and orientation the creek environs;
- Allowing a transition of scale towards the creek environs through the stepping down of buildings;
- Utilising increased landscaping opportunities for screening purposes towards the creek environs;
- Creating surveillance opportunities via habitable room windows, visual permeability and low fencing;
- Providing for attractive façade design via the use of muted tones and colours.

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### Street Frontage

- Building mass should be directed towards street frontages.
- Ground floor units should have direct access and address to street frontages.
- Pedestrian access points to different ground floor uses should be clearly defined and appropriately separated from residential uses.
- Pedestrian entries should be clearly visible from the public domain.
- Along Albert Street all development should be oriented to the Albert Street frontage.
- Corner site developments should provide a transition in scale on the side street frontage that responds to the character of housing adjoining the site.
- Front fencing should have a maximum height of 1.5 metres, or 1.2 metres in Urban Apartment areas. Where allowed over 1.2 metres the fencing should be visually permeable.
- In the Urban Apartment area achieve development with mixed use potential incorporating the following features:
  - floor to ceiling heights that can accommodate non-residential uses including home-based businesses, community uses and other non-residential uses permitted by the Residential Growth Zone;
  - a high degree of transparent glazing and direct entries to the street to facilitate passive surveillance of the street; and
  - building setbacks from the street minimised to create close and direct physical links between the street and non-residential uses supported by direct entries which are easily identified from the street.

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### Building Height and Setback Requirements

- Development should be set back from front and side boundaries in accordance with the requirements of the zone and to enable deep root planting where practicable.
- Buildings should be set back from rear boundaries in accordance with the requirements of the zone and the principles shown in Figures 1 and 2 below.

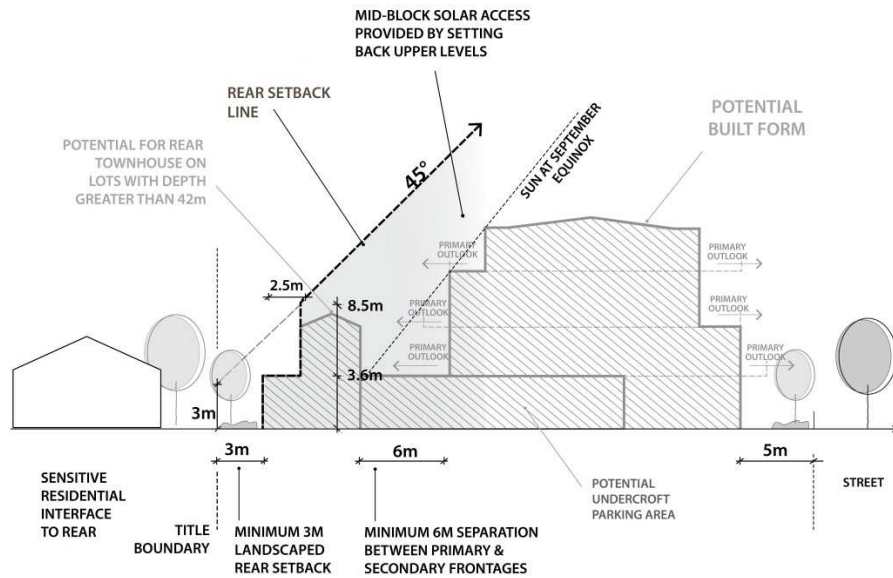


Figure 1: Rear Setback

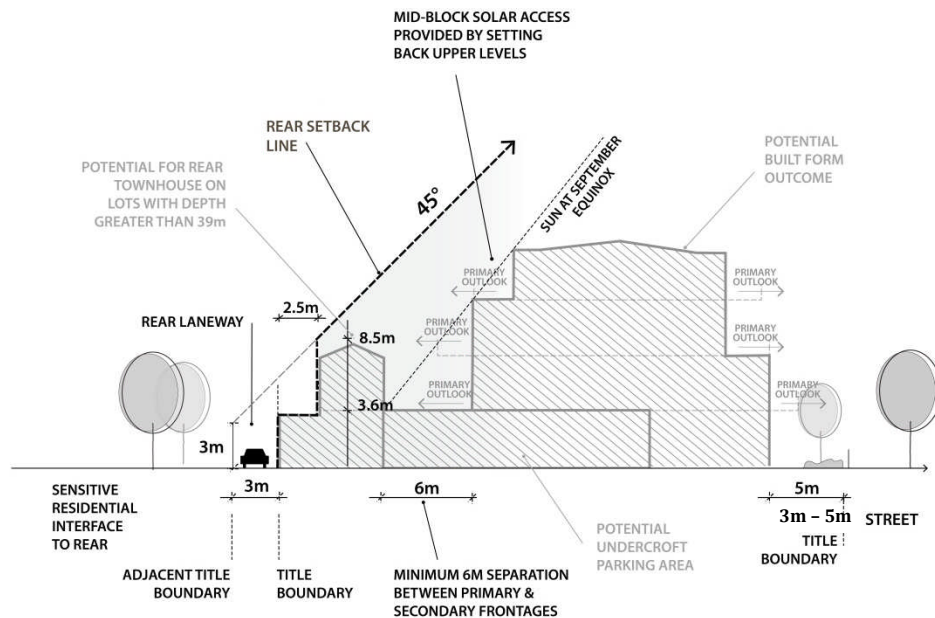


Figure 2: Rear setback with laneway interface

- Fixed external screens, balustrades, eaves, gutters, downpipes and other building appurtenances may protrude vertically into the rear setback envelope by up to 1 metre. Balconies, decks or terraces may not encroach into the rear setback envelope. Screening on side boundaries with residential zones must comply with the requirements of Clause 55.04-1.

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**Strategic Sites**

**80 Tyler Street, Reservoir (1.4ha site):**

- Redevelopment of this site should facilitate the following:
  - A north/south pedestrian/street connection across the site to provide a connection to Blake Street in the long term.
  - Visual interest across the site through variation in built form height, scale, and materials.

- High quality communal spaces that are lined with building fronts and with areas for deep root planting for canopy trees.
- A clear separation between public and private uses without the use of high fences.
- A transition in built form and height to the surrounding area, especially along sensitive interfaces.
- Incorporate mixed uses at ground level in locations where an active frontage condition can be achieved.

**55 Tyler Street, Preston (8.6ha site):**

- Redevelopment of the site should facilitate the following:
  - East/west pedestrian/street connections through the site from the end of Oak Street and Wood Street to provide access to the creek corridor;
  - Residential development should front onto the Darebin Creek and gain access from this edge to provide casual surveillance;
  - A clear distinction at the interface between public and private uses without the use of high front fences;
  - Public access along the Darebin Creek escarpment or 22 metres from the Creek bank (whichever is greater) without overt intrusion into private open spaces;
  - No development within the tree protection areas of the Creek corridor;
  - Appropriate landscaping that complements the Creek corridor; and
  - A transition from taller built form down to two storeys at the Creek interface.

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**Access and Parking**

- Where practical, vehicle access should be created from side streets or rear laneways.
- In mid-block locations, lots should be consolidated with new crossovers limited to one double width crossover per development to maximise public safety, on-street parking and traffic flow.
- Developments fronting Albert Street should minimise vehicle crossovers and ensure that vehicles can enter and exit the site in a forward direction with provision for ‘left in’ and left out’ turning movements.
- Under-croft or basement car parking is acceptable provided that these areas are concealed from the street.
- Under-croft arrangements should conceal vehicle parking behind ground floor development that is oriented towards the site frontage.
- Bicycle parking should be sited and designed to be convenient and easily accessible to the street.

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**Subdivision**

An application for subdivision must be accompanied by a planning permit application for a development proposal

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**Decision guidelines**

Before deciding on an application, the responsible authority must consider:

- Whether the design objectives and buildings and works requirements of this schedule have been met.

- Whether the proposed development seeks to achieve the development outcomes encouraged through the *Residential Built Form Design Guidelines, 2014*.
- Whether the objectives and design guidelines of Clause 22.06 have been met, as appropriate.
- The extent to which a development has regard to the existing amenity of adjacent land that is unlikely to be developed in accordance with the objectives and guidelines of this schedule.
- The architectural quality and innovative response of the building design.
- Whether the development incorporates design measures to maximise rear setbacks from the secluded private open space of adjoining properties in the Neighbourhood and General Residential Zones.
- Whether buildings in the 'Urban Apartment' area have been designed with adaptable ground floor conditions that can support non-residential uses.
- Whether the siting and design enables provision of an appropriate extent of landscaping.
- The quality of internal amenity of the proposed dwellings.
- The quality of the proposed streetscape design and how the interface of development contributes to creating a high quality pedestrian environment.
- The design and location of pedestrian and vehicular access and egress from the site.
- The extent to which the development minimises the impact of traffic and parking on the road network.
- The quality of design and level of activation towards public spaces such as the Darebin Creek environs and public open spaces.
- Whether new linkages are provided, as appropriate, and the quality of connection and pedestrian environment they will achieve.

## 5.0

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### Reference Documents

*Higher Density Residential Building Typologies September 2014*

*Northland Residential Neighbourhood Precinct Structure Plan, 2014*

*Residential Built Form Guidelines, 2014.*