

3.0 CONTEXT

ABOUT LA TROBE



La Trobe University's regional locations.

HISTORY

Founded in 1965, La Trobe University is one of Australia's leading educational institutions. The University has established itself as an institution that integrates social engagement with education and inquiry.

La Trobe University was named after Sir Charles Joseph La Trobe, the first Superintendent of the Port Phillip District and first Lieutenant-Governor of the new colony of Victoria. Sir Charles La Trobe was a man deeply driven by progressive social values, conserving the environment and making a difference in the communities he served. These values underpin the La Trobe University pedagogy with his legacy still continuing on campus today.

As Victoria's third University, La Trobe's Melbourne campus at Bundoora opened with 552 foundation students. It established a unique teaching experience in its schools structure, however this approach was departmentalised four years later to reflect the more traditional model. This can be seen today with the University divided into five major faculties:

- Business, Economics and Law.
- Education.
- Health Science.
- Humanities and Social Sciences.
- Science, Technology and Engineering.

Today, La Trobe University educates some 34,000 students across nearly 350 undergraduate and postgraduate courses. The student body includes 9,000 international students and to date, more than 154,000 alumni have graduated.

The University has a network of campuses throughout northern Victoria, although the majority of students attend its largest campus in Bundoora.

La Trobe University was recently ranked among the top 50 universities in the world under the age of 50 (QS World University Rankings 2012) and the University is one of Australia's leaders in research.

REGIONAL LA TROBE

Historically, the University has focused on creating opportunity for all who can benefit from higher education and the University now has the largest share of regional higher education students in Victoria.

The University has expanded its network into regional Victoria with a number of campuses located in the north of the state.

Bendigo is La Trobe University's second largest campus with nearly 5,000 students and 400 staff. In 1973, it originally operated as the Bendigo College of Advanced Education, but since 1991 La Trobe has administered the 33 hectare Edward Road Site. There is an additional site in the Bendigo Central Business District.

The Albury Wodonga campus was originally the Wodonga Institute of Tertiary Education. The 26 hectare site was acquired in 1991, with most of the buildings constructed in 1994-1995. It now has 225 staff and over 900 students.

Shepparton has two small sites and was established in 1994, the main campus building opened in 2010. There are nearly 400 students that attend the campus.

There are three Mildura sites with the primary campus accounting for over 500 students and 50 staff. The campus is co-located with Sunraysia Institute of TAFE and was established in 1996.

In recent times, the University has established three inner Melbourne facilities for their business school, management and other related learning areas. The new business school on Collins Street recently opened in 2013. The Franklin Street site houses Health Science, Law and Management, and there is also a site in Brunswick.

THE MELBOURNE CAMPUS

The University's flagship campus is located in Bundoora. It has nearly 23,000 enrolled students and 2,250 staff. 75% of the Melbourne campus' student population lives in the surrounding four municipalities along with over 50% of the campus workforce.

The Melbourne campus has the largest landholdings of all the University's campuses and the largest student body. With landholdings of 235 hectares as well as additional outlying parcels, the University's Melbourne campus is a similar size to the Melbourne CBD and arguably has significant capacity for the growth of a diverse range of activities in the future.

Over 1,600 students currently live on the campus and it is anticipated this number will grow substantially over the next 20 years with a growing student population complemented by an expanded employment base in research and education, as well as commercial and retail jobs.

La Trobe University and its on-site partners attract over 30,000 daily visitors to the Melbourne campus, providing the second largest concentration of employment within the region. Yet people do not just visit for work or study; a range of attractions are on offer including sports and recreation and cultural activities.



Students on the Melbourne campus in the University's early years.



The campus moat system was considered to be an engineering marvel at the time of its construction.



Early campus built form within the Bundoora landscape.



The construction of the Physics Building.



The original Master Plan model on display.

ABOUT LA TROBE

CAMPUS DEVELOPMENT

Historically, the Melbourne campus land was first settled by the Kurnaj-berring tribe of the Wurundjeri clan. After colonisation the Bundoora site was allocated as crown land to the Ministry of Health as a mental hospital precinct. The mental hospitals used part of this land as farmland from 1920-1965.

In 1965, Yuncken Freeman Architects was approached to produce the original Master Plan for the first La Trobe University campus. Over the 1960s and 1970s the University began to implement this plan.

The La Trobe Wildlife Sanctuary was established in 1967 under the original name of Gresswell Forest Nature Conservation Reserve. Its ownership was handed to the University in 1978.

1993 heralded the opening of the La Trobe Research and Development Park, and in the late 1990s the state heritage listed Mont Park and locally listed Larundel Hospital campuses were acquired by the University. This acquisition also included the Strathallan Golf Course landholding. During this eventful period, the La Trobe Private Hospital opened on Plenty Road within the University's landholdings.

Post 2000, a focus of campus development has been on increasing the University's research capacity with a number of research related projects recently constructed.

RESEARCH

The University's Research and Development Park (designated as a Specialised Activity Centre) has established the Melbourne campus as a nationally significant research precinct. The University's partnerships in both the private and public sectors ensure the student population is provided with invaluable opportunities for industry collaboration and high quality equipment and facilities in which to engage, encouraging a seamless transition into the workforce.

The campus has recently been designated as the headquarters for the National Food Industry Innovation Precinct, due to the University's expertise in the field of Agri-Biology.

THE NATURAL ENVIRONMENT

The campus' unique environmental setting is of major significance to the University and the region. A distinctive Australian landscape character permeates the campus, and special spaces and places abound, including the unique riparian corridor (the original example of Australian Water Sensitive Urban Design), the regionally significant Wildlife Sanctuary, the southern playing fields and the Darebin Creek interface, classical amphitheatre, and the Agora (the heart of the campus).



CAMPUS CONSTRUCTION BEGINS



MASTER PLAN REVISION

Developed by La Trobe University staff.

1967: La Trobe University at Bundoora officially opens. 552 Students enrol.



1960-1970s

- Core academic campus surrounded by colleges.
- Outer ring road around the core and colleges.
- Car parking proposed to be located on the outside of the ring road.
- Development of a moat system through the campus linking to Darebin Creek.

1972 -1980 Chancellor:
Hon Mr Justice
Reginald Smithers

THE ORIGINAL CAMPUS MASTER PLAN

Developed by Yuncken Freeman Architects.



1967-1972 Chancellor:
Sir Archibald Glenn OBE

1965 - 1976 Vice-Chancellor:
David Myers

1980 - 1992 Chancellor:
Hon Mr Justice Richard McGarvie

1988

Merged with the Lincoln Institute of Health Sciences (now Faculty of Health Sciences).

POST 2000

- Connection to north of the site introduced, linking the ring road to the north.
- Many developments appearing on the periphery of the site; both residential and commercial.
- New buildings added to the Core Campus.

2006 Vice-Chancellor:
Brian Stoddart



MELBOURNE CAMPUS MASTER PLAN

Addressing the ambition for a University Town

1977 - 1989 Vice-Chancellor:
John Scott

2007 - 2011 Vice-Chancellor:
Paul Johnson

1985

1990

1995

2000

2005

2010

2013

2015

1980s-1990s

- Car parking appears in the inside of the ring road.
- The Mont Park campus is acquired.
- University housing built to the south on the Barnes Way site, away from college precinct.
- La Trobe R&D Park and La Trobe Private Hospital established.



1992 - 2006 Chancellor:
Emeritus Professor
Nancy F Millis AC

1990 - 2006 Vice-Chancellor:
Michael Osborne

2006 - 2011 Chancellor:
Dr Sylvia Walton AO

MELBOURNE MASTER PLAN FRAMEWORK 2010

- Developed by Arina Consulting



2011 -
Chancellor:
Adrienne E
Clarke AC

2012 - Vice-Chancellor:
John Dewar

ORIGINAL MASTER PLAN AMBITION

THE MASTER PLAN

Yuncken Freeman Architects developed the original Master Plan for the Melbourne campus in 1965.

Nearly 50 years after its release, a number of principles established in the original plan still remain relevant to the planning of the campus. However, a major change that was not considered in the original Master Plan's foundation is that the campus now has interfaces to the north, east and west that will need to be addressed.

When comparing the original Master Plan to the present day context, it is clear that while some aspects remain the same, a number of the key principles that informed campus development have been softened or revised.

The increased provision of car parking has been one of the main reasons for a slip away from the original principles. It was originally intended that car parking would be kept to the outside of the ring road. However, due to a larger demand than planned for, at-grade car parking began to occupy areas within the ring road that were originally earmarked for core university functions.

Consolidation of the Core Campus has remained a clear priority: the Library and the adjoining Agora still remain the central heart of the campus. Growing the campus north to what is now the new Polaris Town Centre continues to make sense from a land use planning perspective.

Residential colleges did develop in a similar location as intended. However, in the 1970s accommodation such as Barnes Way was built on outlying southern land. It is worth revisiting the northern residential growth pattern as shown in Stage 4. This move will provide for a larger residential population in the future and ensure that students have proximity to the Polaris Town Centre, Core Campus and public transport facilities.

From 1965 to 1977, the campus had a limited number of neighbours with whom the University could engage; resulting in an internalised Master Plan. Acquisition to the north and east of the landholdings of Mont Park, the Wildlife Sanctuary (and Strathallan Golf Course) provide the opportunity to engage with surrounding establishing communities.

The Plenty Road address has transformed over the decades, becoming the most valuable land on the campus. La Trobe Private Hospital and the University's medical clinic occupy this address. The University maintains only a modest visual and programmatic presence to this important transport corridor interface.

To the south, the West Heidelberg Industrial Estate has developed, creating an industrial buffer to the south, which is similarly likely to be intensified and reprogrammed in the medium term. The development of Charles La Trobe College has provided opportunities for partnership and inclusion to the south-eastern campus interface.

ORIGINAL MASTER PLAN PRIORITIES

The heart of the University in the Central Library.



Closely associated with other central facilities, such as lecture theatres and shops.



Surrounded by flexible academic buildings.



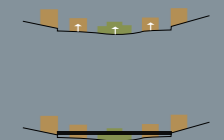
A College consists of residences for up to 400 students, and union for 1,000 students.



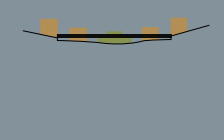
Colleges are close to parking facilities and all contained as far as possible within a ten minute walking circle.



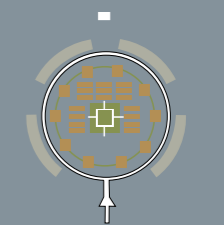
This places the Library in the centre of the valley. Circulation at ground level would involve expensive lift services and dangerous intermixing of pedestrian and vehicular site traffic.



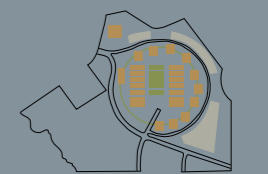
By linking at an intermediate level, lift services are minimised and pedestrians are segregated from service traffic. This is the Concourse Level.



Buildings to be oriented north. Major vehicular traffic should follow the peripheral ring road.



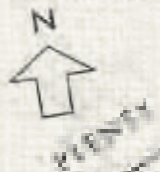
Add sports areas, a Hospital and Biological Reserve and adjust the whole pattern to the site, moulding development to make best use of the natural site characteristics.



DEVELOPMENT STAGE 4

200 0 200 400 600 FT
SCALE 500 FEET TO 1 INCH

- L LIBRARY
- C COLLEGE
- B BOILER HOUSE
- H HUMANITIES
- S SCIENCES
- LT LECTURE THEATRE
- M MAINTENANCE
- E ENGINEERING WORKSHOP
- A AMPHITHEATRE
- SU SPORTS UNION
- AU AUDITORIUM
- MS MEDICAL SCHOOL
- AQ ACADEMIC QUADRANGLE
- CH CHAPEL
- SS SWITCHING STATION



STAGE 1

- Library and Agora as the nucleus of the campus.
- Development of residential colleges with Ring Road link back to Kingsbury Drive.
- Sporting fields to the south of Kingsbury Drive.

STAGE 2

- Continued development of the Core Campus.
- Growth of the residential colleges.
- Expansion of car parking to meet demand.
- Construction of boiler house and maintenance facilities.

STAGE 3

- Additional colleges filling space between the ring road and the Core Campus.
- More car parking outside the Ring Road.
- Sports precinct grows and infill of Core Campus continues.

STAGE 4

- Colleges finish filling the buffer zone between the Ring Road and Core Campus.
- Final infill development of Core Campus.
- Car parking expanded to the north of Ring Road to service the colleges.

CAMPUS LANDHOLDINGS

CAMPUS LANDHOLDINGS

The Melbourne campus is composed of a number of general land parcels, most of which are zoned for educational uses. Within some of these landholdings are Offset Agreement Areas and Conservation Covenants. These protected ecological area currently occupy approximately 14% of the total campus landholdings.

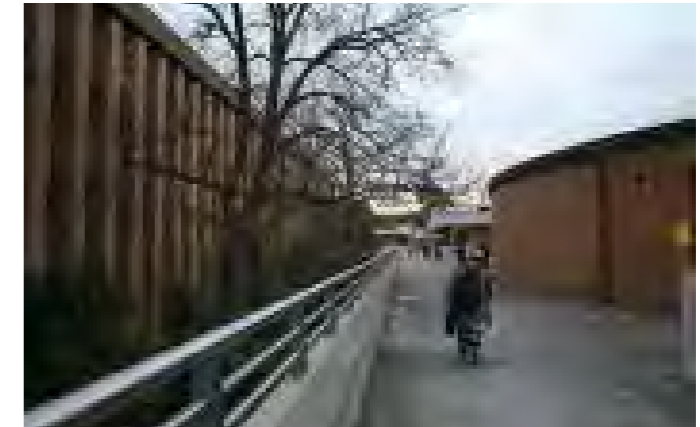
Within the campus' parcels there is a distinction between individual landholdings by their relationship and proximity to the Core. Parcels such as 10B and 10C hold the majority of buildings and infrastructure core to University functions, and are close to public transport options. Other landholdings such as Lot A, 16U and 16M are seen as outlying and detached from core University operations.

MELBOURNE CAMPUS LAND PARCELS

10B	Core Campus	140.8 Ha
10B1	Plenty Road Bus Interchange	0.43 Ha
10C	Sports and Recreation	59.4 Ha
10D	Vacant	0.26 Ha
10F	La Trobe Melbourne (LTM)	7.88 Ha
10H	Barnes Way & Waterdale Apartments	3.52 Ha
10K	Vacant	2.1 Ha
16J2	Institute for Advanced Study (IAS)	5.02 Ha
16M	Forensic Drive site	4.46 Ha
16U	Graduate School of Management	1.51 Ha
R1	Road reservation	0.10 Ha
S23	Vacant	0.26 Ha
LOT A	BM Guesthouse	0.99 Ha
LOT B	Ernest Jones Buildings (EH1 & EH2)	1.12 Ha
LOT C	Mont Park Terraces	10.0 Ha
	Total	237.64 Ha

CONSERVATION COVENANTS & OFFSET AGREEMENT AREAS

1	Central Bushland Reserve <i>Offset Agreement Area (BB-2239-001)</i>	1.11 Ha
2	South Bushland Reserve <i>Offset Agreement Area (BB-2239-002)</i>	1.31 Ha
3	Car Park 4 Bushland Reserve <i>Offset Agreement Area (BB-2239-003)</i>	0.21 Ha
4	Darebin Creek Bushland Reserve <i>Offset Agreement Area (BB-2239-004)</i>	0.46 Ha
C1	La Trobe Wildlife Sanctuary <i>Conservation Covenant</i>	30.04 Ha
C2	North Bushland Reserve <i>Conservation Covenant</i>	1.85 Ha



10B: The Core Campus



10B: The La Trobe Wildlife Sanctuary



LOT A: An outlying parcel occupied by the BM Guesthouse.

LA TROBE UNIVERSITY
MELBOURNE CAMPUS
CAMPUS LANDHOLDINGS



PROJECTIONS, STATISTICS & ASSUMPTIONS



CORE UNIVERSITY SPACE

ACADEMIC SPACE

Currently, significant inefficiencies arise from fragmented occupation of space by faculties and schools. There is an opportunity to consolidate faculty and school uses within defined precincts and buildings.

In addition, many facilities are run down and not suitable for current teaching, learning and socialising desires of staff and students.

Following commencement of the Master Plan process and internal consultation, the organisational structure of the University changed in 2014 to accommodate a two College model, via the *Funding Future Ready* process. While the following sections are based on pre-*Funding Future Ready* logic, the inputs to the Master Plan will not impact the report.

Projections for the Melbourne campus indicate the campus student population will grow to approximately 25,000 EFTSL by 2022. The student population at 2040 will be approximately 40,000 EFTSL.

FACULTY OF BUSINESS, ECONOMICS AND LAW (FBEL)

- Largest number of students of all faculties, expected to grow by 53% (to 2022).
- FBEL has the lowest floor space per student due to heavy utilisation of centrally timetabled teaching spaces.
- The faculty is fragmented.
- Requires growth particularly in additional student social and group study spaces, as well as consolidate staff accommodation.
- The faculty also requires an integrated and presentable main entry and reception area.

FACULTY OF EDUCATION (FED)

- FED has a very small number of students in comparison with other faculties as the main campus for education is Bendigo.
- Expected to grow by 74% (to 2022), highest growth of all faculties, but still comparatively small numbers.
- No current space issues.
- In the future, accommodating additional staff may be problematic and the faculty will require an additional specialist teaching facility.

FACULTY OF HEALTH SCIENCES (FHS)

- FHS is the second largest faculty by student numbers.
- Expected to grow by 34% (to 2022).
- High reliance on specialist teaching spaces.
- The faculty will likely require additional specialist teaching and research spaces in the future.
- Lack of growth space within the Health Sciences precinct is an issue.
- There is a need to expand learning environment focus within the Health Sciences precinct.

FACULTY OF HUMANITIES AND SOCIAL SCIENCES (FHSS)

- Expected to grow by 21% (to 2022).
- Need to consolidate staff offices.
- Faculty's student reception area requires more space.
- Requires more efficient use of office spaces to offset the need for additional floor space.
- Accommodation of the theatre and drama programme on the main campus is desirable (requires 500m² of space).

FACULTY OF SCIENCE, TECHNOLOGY AND ENGINEERING (FSTE)

- Expected to grow by 52% (to 2022).
- The faculty's range of under and postgraduate degree courses, as well as research programmes, creates a need for extensive specialist teaching, storage and support spaces.
- The completion of the LIMS and Agri-Bio buildings has eased space pressure for the faculty for the next few years.
- Faculty has significant amount of specialist research laboratories.

CENTRALLY TIMETABLED TEACHING SPACE

Analysis of existing teaching spaces found these spaces:

- Seem to be poorly located.
- Generally have a poor and outdated fit out.
- Have an inadequate space provision per student.
- There is a shortfall of flexible learning spaces.
- These spaces currently limit the ability of educators to explore alternative learning strategies.

The *Space Master Plan* proposes to refit existing facilities to address the majority of these issues, as well as monitor the provision of large lecture theatres in response to changing teaching and learning approaches.

LIBRARY SPACE

Library Space includes:

- Study Centre.
- Computerised student work spaces.
- Information commons.

Consultation workshops have revealed that the Library is currently at capacity. There is also a desire to provide more satellite learning commons on campus.

There is an opportunity to meet some of Library space requirements through further rationalisation of book stacks. Additionally, the Learning Space Guidelines recommend a 30% spacial provision of flat floor informal learning space distributed across faculty zones.

A Library space future strategy report has been developed to inform the development of the Library to 2022.

FUTURE PROVISION OF CORE UNIVERSITY SPACE

As of March 2014 the core University space on campus measured 208,708m², whilst the student enrolments were recorded as 18,956 EFTSL. Thus currently the Melbourne campus provides 11.01m² GFA/EFTSL for core University uses. TEFMA (peak industry

association) space planning guidelines state that 46% of surveyed tertiary institutions have between 12m² and 17m² of GFA per EFTSL for core University space. Given directions in tertiary education are indicating increasing rise of on-line and blended learning pedagogies, discussions with Infrastructure and Operations representatives and further analysis of the Melbourne campus have led to maintaining a long term target of 11m² of GFA per EFTSL as a reliable standard for La Trobe University.

Core University space included all of the functions required to undertake core University business and provide basic amenities for the University community. This includes: Academic Space, Centralised Administrations Space, Centrally Timetabled Teaching Space, Library Space, Staff and Student Services and some Commercial Space. Additional uses that support the University Town aspiration of the campus are not included here. These include: Residential Space, Dedicated Research Facilities and Commercial and Retail space, which provides services to the community beyond the core University community.

The Master Plan Implementation strategy proposes therefore continue to model 11m² GFA/EFTSL across the longer term for the provision of core university space.

UNIVERSITY TOWN SPACE

While the provision of core University space is tied to student population growth and the resulting demand for space, space types that support the University Town aspiration outside of this are more difficult to anticipate. The provision of residential, research and commercial space in particular are reliant on partnerships, funding opportunities, the broader strategic aspirations of the University and fluctuations in demand and supply. While it is difficult to anticipate space growth in these areas, the Master Plan team has developed some broad assumptions based on historical precedents and further analysis.

HOUSING (UNIVERSITY COMMUNITY)

Review of industry benchmarks and consultation with senior management has led to the development of a long term residential target of 15% of the campus population (EFTSL). This target equates to a total of approximately 6,000 beds. Given the current provision of 1,600 beds growth of 4,400 beds is expected between 2013 and 2040.

Analysis of common student accommodation typologies has underpinned a space allocation of 35m² GFA/Bed when comparing student beds to be delivered and their space requirement.

HOUSING (PRIVATE)

Analysis of campus landholdings has revealed some areas where private housing development in the future may be appropriate. More detailed investigations have revealed the potential for an additional 2,000 dwellings able to be delivered within these landholdings.

RESEARCH

Research development on campus is particularly based on external influences including partnerships and government policies, funding opportunities and the University's strategic Research Focus Area agenda. Based on the historic development of the campus and reviewing other Australian campuses, the Master Plan has assumed that approximately two research buildings will be developed on campus every five years.

COMMERCIAL

Economic analysis has identified an additional demand for 31,700m² of retail floor space in the region from 2010 to 2026. Extrapolating this to the Master Plan timeframe has led to the development of space projections for commercial space focussing on regional demand (as opposed to commercial space focussing on the needs of the campus community).



REGIONAL CONTEXT



The Melbourne campus, looking south to West Heidelberg and the Melbourne CBD beyond.

LA TROBE IN THE NORTH

The University's Melbourne campus sits within a region that will experience rapid change during the coming decades. The Victorian Government expects that 470,000 more people will be added to Melbourne's north by 2031, equating to approximately 180,000 new dwellings and potentially 140,000 jobs in the region (*Plan Melbourne*, DTPLI, 2014). This increase in population and activity will result in growth in both student population and employment at the Melbourne campus.

The Victorian Government, through the release of *Plan Melbourne*, has identified the University's Melbourne campus as anchoring the emerging La Trobe National Employment Cluster. As well as the University, key partners for the future of this cluster include:

- Banyule City Council.
- Darebin City Council.
- Austin Health.
- Northland Shopping Centre.

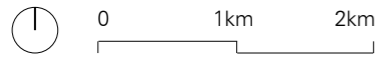
REGIONAL OPEN SPACE NETWORK

La Trobe University's Melbourne campus is connected to the Melbourne CBD by the Darebin Creek open space corridor. Substantial green space has been preserved along the corridor to enhance its regional significance. With recent funding approval from the Victorian Government allocated for northern bicycle connections, the campus becomes an 18 kilometre, non-stop, water lined cycle from inner city Melbourne.

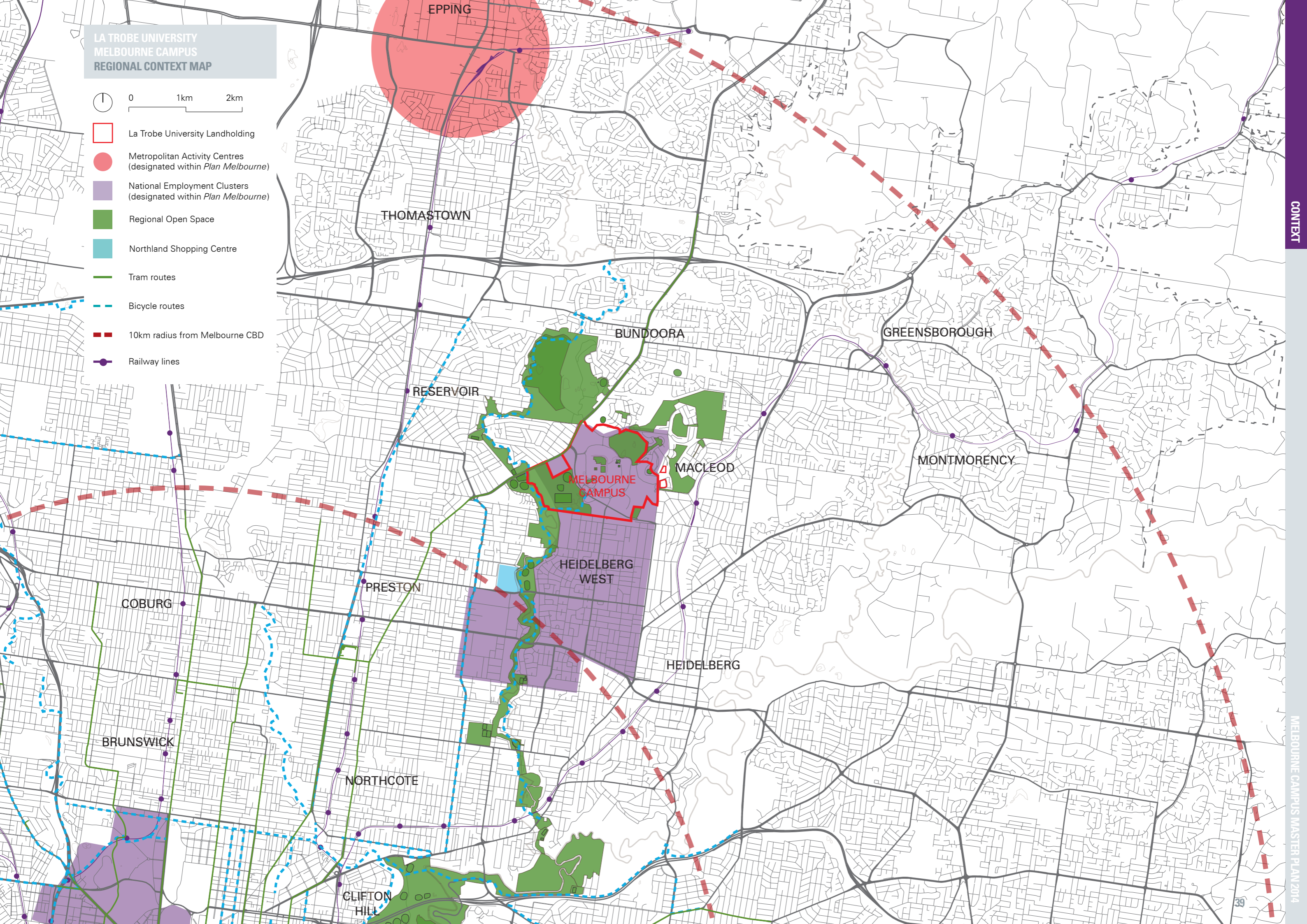
The University has an opportunity to add to this regional asset by linking the Darebin Creek through to its Wildlife Sanctuary and Bundoora Park. This would give the region the following major open space assets all linked by the creek and path network:

- Bundoora Park.
- La Trobe Wildlife Sanctuary (equivalent to the size of Healesville Sanctuary).
- CT Barling Park and the campus playing fields.
- Darebin Parklands.
- Studley Park.

LA TROBE UNIVERSITY
MELBOURNE CAMPUS
REGIONAL CONTEXT MAP



-  La Trobe University Landholding
-  Metropolitan Activity Centres (designated within *Plan Melbourne*)
-  National Employment Clusters (designated within *Plan Melbourne*)
-  Regional Open Space
-  Northland Shopping Centre
-  Tram routes
-  Bicycle routes
-  10km radius from Melbourne CBD
-  Railway lines



LOCAL CONTEXT

The interfaces of the Melbourne campus are constantly evolving. There are a number of neighbourhoods in the surrounding area that will play an important role in the future development of the Melbourne campus and these neighbourhoods have been briefly detailed.

POLARIS TOWN CENTRE (LANCASTER GATE)

The Polaris Town Centre development has been built to the north of the campus on the intersection of Plenty Road and Main Drive, anchored by a supermarket and discount liquor store. Polaris provides town centre uses and amenity for surrounding communities, while also accommodating its own residents, which are housed in townhouses and shop-top apartments. The development is representative of the rapid transformation occurring in the Plenty Road growth corridor with the boulevard providing a focus for higher density retail, employment and residential living linking a series of major institutions.

The expansion of complementary town centre uses south onto University-owned land is viewed as a logical approach to development.

KINGSBURY RESIDENTIAL

This residential neighbourhood to the west of the campus predominately consists of large detached residential homes. More recently, there is evidence of townhouse and small 2-3 story residential apartment development along the Plenty Road corridor in proximity to the campus. State and local strategic planning policy will continue to favour an increase in residential densities along the Plenty Road corridor and within a five minute walk of tram stops (this includes much of the Kingsbury neighbourhood).

This neighbourhood could house many University staff and students due to its position close to the campus.

The width and access arrangements of Plenty Road makes connections to this neighbourhood by foot and bicycle difficult at present, but there is an opportunity for the University to work with Darebin City Council and road authorities to improve connections, especially at the Kingsbury Drive intersection.

CHARLES LA TROBE COLLEGE & VICTORIAN POLICE FORENSIC SERVICES CENTRE

CHARLES LA TROBE COLLEGE

Charles La Trobe College is a select entry Victorian Government School that consistently performs at a high standard. Many of its students graduate to study at the University's Melbourne campus. The School's generous landholding provides a potential location for other education activities and facilities.

The School is largely isolated from University uses and students must either traverse a pedestrian unfriendly environment or rely on inconvenient public transport to access services and facilities within the Core Campus.

The School and the University will be better connected both physically and through partnerships, such as teaching placements and extracurricular activities. The University will seek to enhance the current partnership with Charles La Trobe College, maximising secondary and tertiary education synergies.

The future development of the adjoining University Town Neighbourhoods will provide school students with greater access to the regional sports and recreation facilities offered within the redeveloped Sports and Recreation Neighbourhood.

VICTORIAN POLICE FORENSIC SERVICES CENTRE

The Forensic Services Centre is currently isolated from other uses on the campus due to operational and security practices.

There may be an opportunity to improve links with the facility via a redevelopment of the Eastern Campus Gateway to the north of Forensic Drive. The suitability of this approach will be tested during further consultation with Victorian Police.

Forensic Drive will be extended through to Ring Road East, improving connectivity with the R&D Park and Core Campus.

MACLEOD RESIDENTIAL

This neighbourhood, to the immediate east of Charles La Trobe College, is characterised by single storey, detached housing with leafy front yards and wide nature strips.

Although the neighbourhood sits adjacent to *Plan Melbourne's* La Trobe Employment Cluster, its established residential character will mean that large scale change will not be supported. This is in line with the state government's new policy to protect established residential areas.

At a local level, the landholding sits within land deemed to be a Minimal Change Area by Darebin City Council. The relevant housing objectives for the Minimal Change Area are as follows:

- To provide for minimal housing growth and change.
- Residential development should be consistent with the type, scale, style and prevailing character of the area.

SPRINGTHORPE ESTATE

North-east of the campus is the Springthorpe Estate, which primarily consists of large, detached houses, and modern terrace housing. Flanked by landscape and reserve buffers (Gresswell Forest and the La Trobe Wildlife Sanctuary) this estate has high real estate values.

There are opportunities to more fully integrate the campus with this neighbourhood through a variety of built form, public realm interventions and partnership strategies. Opportunities include providing more coherent pedestrian and cycling links between Springthorpe and the Eastern Gateway interface, and creating a more active landscape interface along the heritage facade of the Mont Park Terraces.

From a strategic policy perspective, further development within the Estate is largely discouraged at a state and local level.

DAREBIN CREEK CORRIDOR

Darebin Creek forms the south-western boundary to the campus and defines the Sports and Recreation Neighbourhood and Eco-corridor. The Darebin City Council managed CT Barling Reserve is located on the western side of the creek and together with the University's playing fields, forms a large regional open space asset.

Through the establishment of the Eco-corridor, the campus will become the centrepiece of a regional green corridor, taking in the Darebin Creek corridor, CT Barling Reserve, Bundoora Park and Gresswell Grange, through the provision of a network of high quality and safe regional walking and cycle paths.

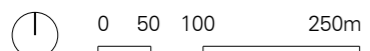
WEST HEIDELBERG INDUSTRIAL

Largely developed in the 1960s and 70s and once positioned on the 'edge' of Melbourne, the West Heidelberg Industrial Estate occupies the majority of the southern interface with the campus. It is made up of ageing factories and other mixed industrial facilities, which are rapidly approaching the end of their economic life. The Industrial Estate is considered to act as a barrier to the southern interface of the campus.

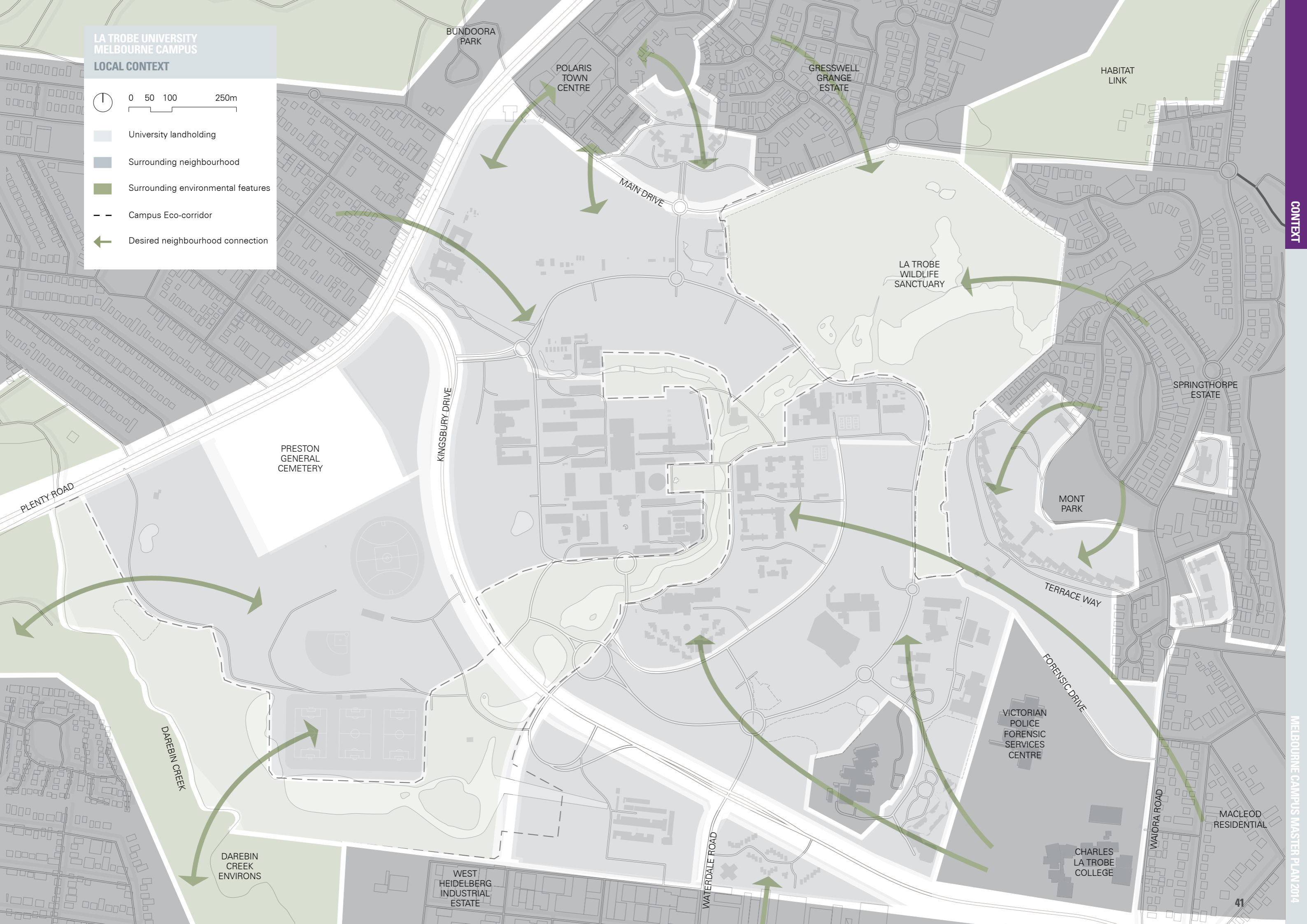
There is an opportunity to encourage new industry and start-ups within the Industrial Estate. The adjacent campus landholdings along Kingsbury Drive could be developed so that they enable a bridge between industry and the R&D Park and Core Campus.

LA TROBE UNIVERSITY
MELBOURNE CAMPUS

LOCAL CONTEXT



- University landholding
- Surrounding neighbourhood
- Surrounding environmental features
- Campus Eco-corridor
- Desired neighbourhood connection



ECO-CORRIDORS, TOPOGRAPHY & WATER

CONTEXT

The Melbourne campus sits within a landscape of unique ecological significance.

The campus includes remnant vegetation patches from two indigenous bioregions; a number of native vegetation Offsets Agreements with considerable biodiversity value; and is host to the La Trobe Wildlife Sanctuary and North Bushland Reserve, which are both held under a Conservation Covenant. The Sanctuary is a node of high biodiversity due to its ongoing management and enhancement. This benefits the biodiversity of the Eco-corridor, provided that strong linkages to the Sanctuary are maintained.

The campus also hosts a series of small lakes (moats) and wetland systems that feed into Darebin Creek – a major wildlife corridor for the greater Melbourne region.

The area surrounding the campus is host to five listed threatened ecological communities, 29 listed threatened species, and 13 listed migratory species. In total, indigenous species include 214 birds, 20 mammals, 23 reptiles, 12 frogs, 9 freshwater fish and thousands of invertebrates.

Habitat fragmentation due to densification of urban development represents a major threat to native biodiversity in the Melbourne region over the coming 30 years. Without careful preservation of habitat corridors, native flora and fauna communities become trapped in 'habitat islands', resulting in rapid declines in population size and genetic diversity. This threat has implications for the approach to the future development of the Melbourne campus.

The campus sits directly adjacent to a number of important indigenous habitat remnants including the Gresswell Forest Reserve and the Harry Pottage Reserve, which contain large intact stands of River Red Gum Woodlands and indigenous grasslands.

Native vegetation and wetlands across the Melbourne campus represent a crucial eco-corridor or habitat link for the Bundoora region. The site is an important east-west stepping stone between the larger regional habitat links, particularly for wetland species.

As illustrated in the adjacent map, the proposed Eco-corridor forms a bridge between:

DAREBIN CREEK MAJOR WILDLIFE CORRIDOR

Follows the Darebin Creek from Banyule to the Yarra River, supporting a range of habitat remnants that have been elsewhere depleted.

YALLAMBIE-BUNDOORA PLAINS HABITAT LINK

Links remnant River Red Gum Woodlands across northern and western Banyule.

SALT CREEK LINK

An important natural habitat link between the Gresswell Forest Reserve and the Yarra River Corridor

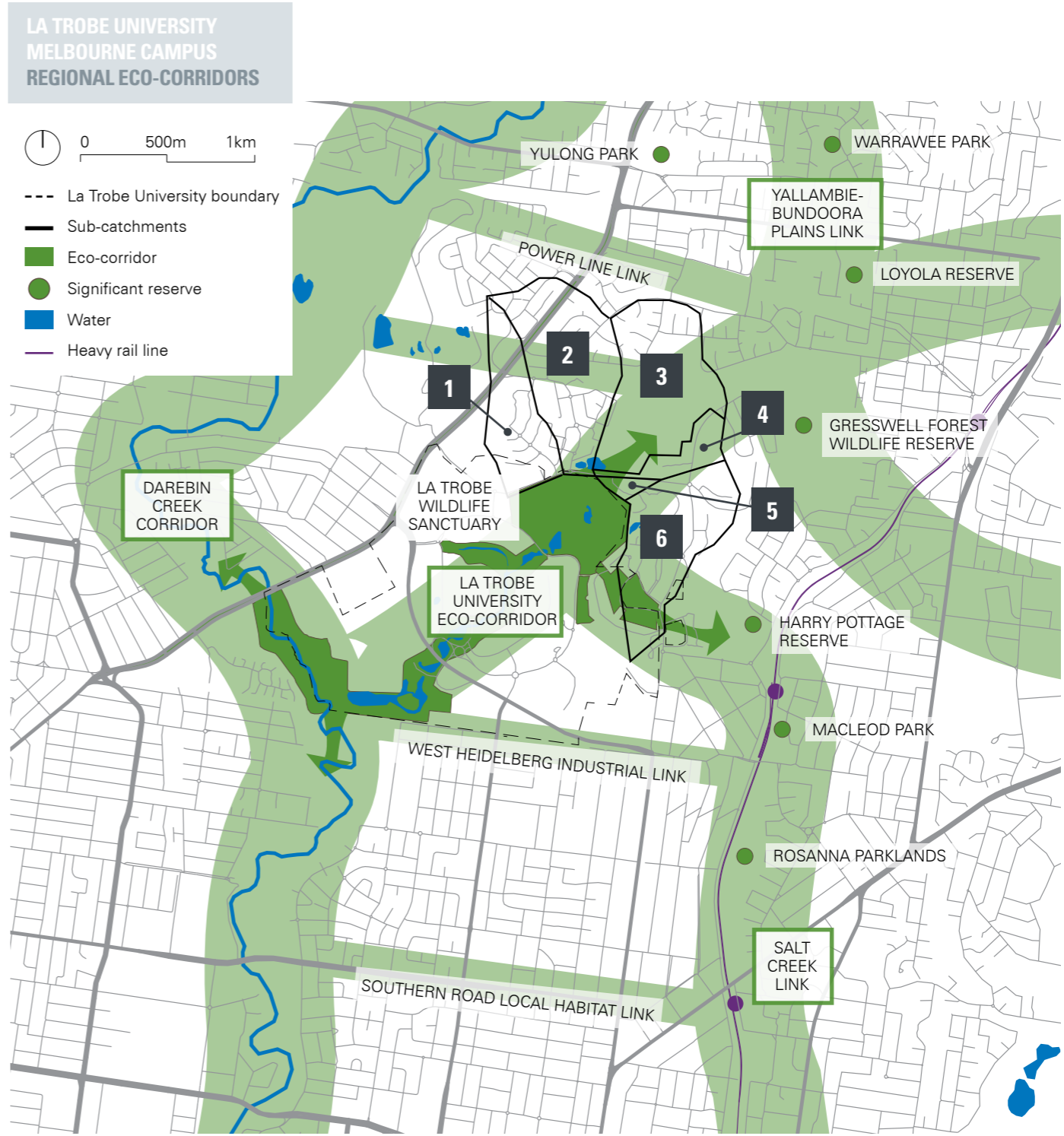
Habitat links or 'eco-corridors' support the survival of indigenous species and communities within urban environments by allowing their movement between native habitat fragments.

WATER

The water network flowing through the campus is one of its iconic features. The run off from the habitat link, Gresswell Grange estate and Plenty Road are the main contributors to water volume in the Moat. Water flows from north to south in the site, before entering the Darebin Creek at the southern end of the campus.

STORMWATER SUB-CATCHMENTS

	Area (Ha)	Fraction impervious
1	31.2	0.45
2	54.4	0.4
3	55.7	0.3
4	10.7	0.45
5	3.4	0.5
6	47.7	0.45



The Melbourne campus in the context of the region

TOPOGRAPHY

Set in a valley, the campus' topography poses a number of challenges and opportunities for campus design, particularly with the variation of pedestrian levels and access to and across the Moat system.

There are noticeably steep inclines surrounding the Core Campus to the north and east. Key areas of interest include:

- The topography from the Core Campus east to Mont Park. Pedestrian connectivity issues have been identified in this area and there is potential to improve the visual link between the two precincts.
- A gradual, yet lengthy incline occurs from the Core Campus north to the Polaris Town Centre. With future growth contemplated in this direction, ease of accessibility must be considered.
- The edges of the Moat system and the Darebin Creek have steep contouring in some places, requiring appropriate crossings at regular intervals.

Man-made berms built along Kingsbury Drive to buffer adjacent land from the road traffic are a visual and physical barrier to the Core Campus. A number of associated issues arise from their presence:

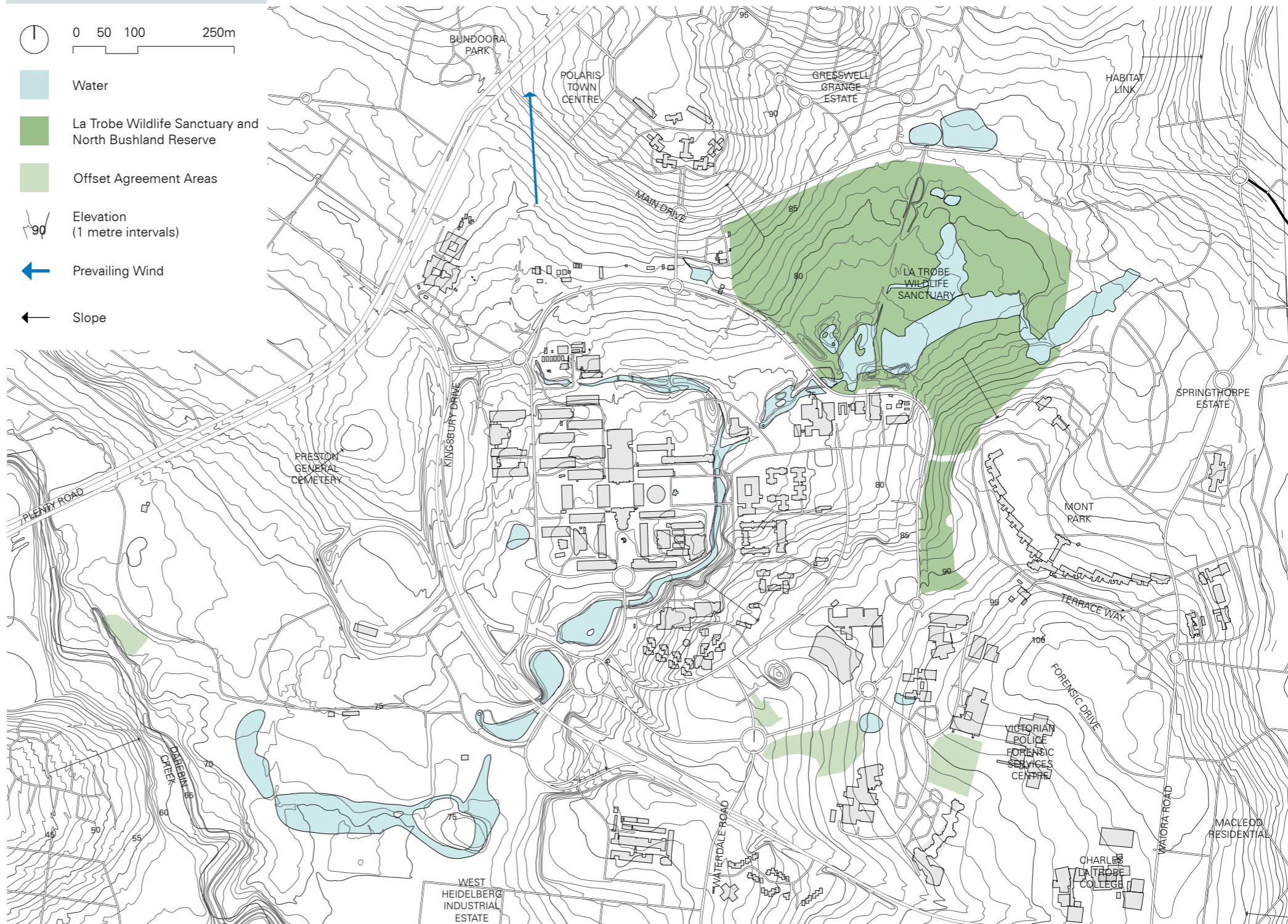
- Difficulty crossing Kingsbury Drive as a pedestrian.
- A compromised view line, leading to a lack of awareness of the University's presence.
- A general disconnection between the playing fields and the Core Campus.

WIND

The campus is considered to be quite windy, due to its relatively exposed setting. The prevailing wind is from the south, as documented by the weather station housed on the campus (located to the south-east of Preston General Cemetery).

Generally, the majority of the campus is prone to windy conditions and sufficient shelter needs to be strategically placed to ensure adequate public realm amenity.

LA TROBE UNIVERSITY MELBOURNE CAMPUS TOPOGRAPHY & MICROCLIMATE



TRANSPORT & ACCESS

CAMPUS GROWTH

The University's overall student numbers are expected to rise significantly over the next 25 years. The campus student population is anticipated to double during this period. On-campus residential student numbers are expected to increase significantly.

EMPLOYMENT GROWTH

The Master Plan has identified significant areas for employment growth within the campus in regard to University functions, retail, business, research and development fields.

AMENITY & SERVICES

The growth in students, faculty, staff and employees will drive significant demand for additional services and amenities. New facilities for sports, entertainment, retail and services will be accommodated within and around the campus.

ACCESSIBILITY

ROAD NETWORK

Shown in green on the adjacent map, private vehicle accessibility is generally very good with the majority of metropolitan Melbourne within a 1-hour drive of the campus.

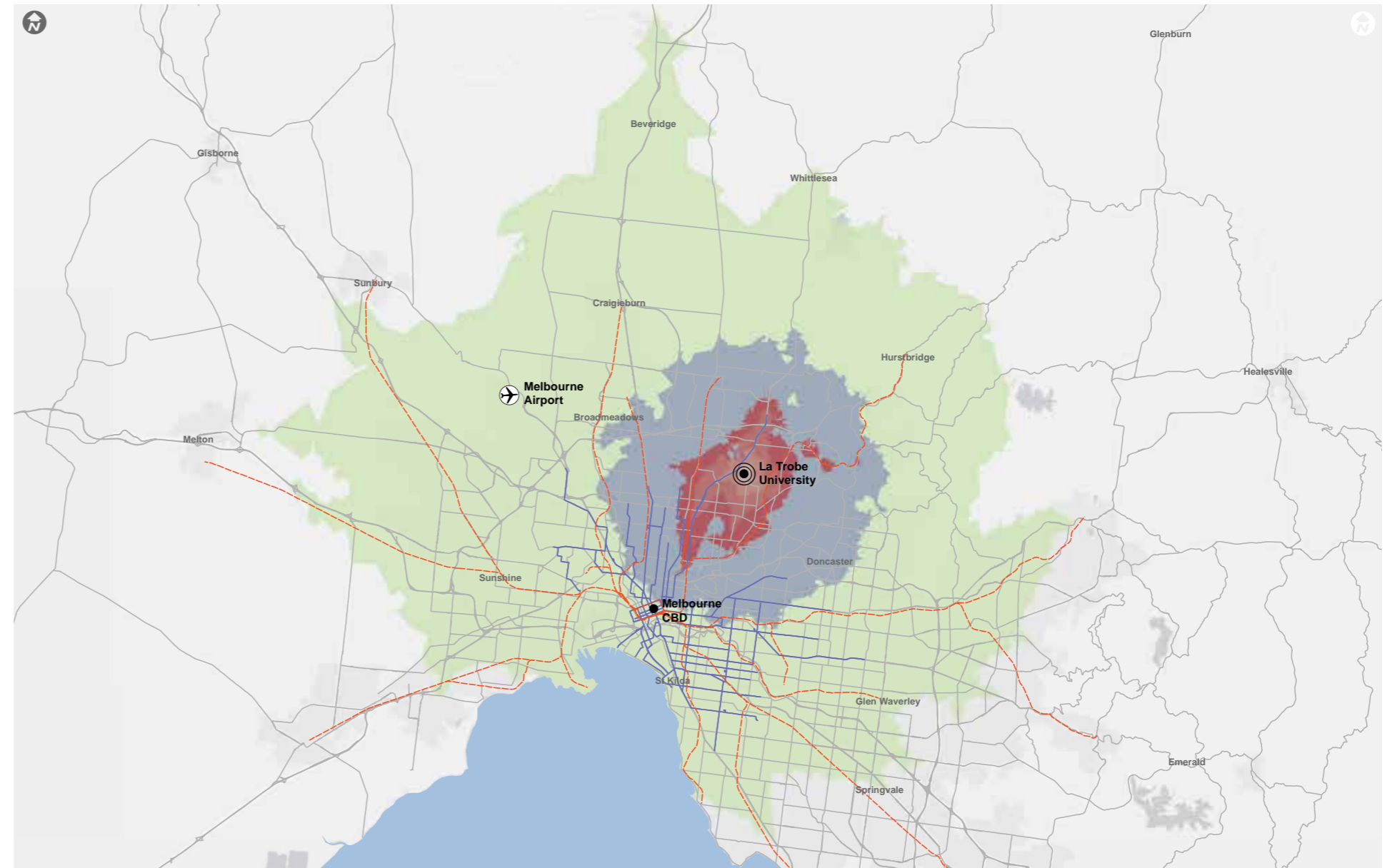
PUBLIC TRANSPORT

Shown in red on the map, public transport accessibility is considerably reduced compared with the private vehicle. This is due to a combination of long access distances to reach public transport services, service frequency and slow overall travel times. The map suggests that the Melbourne CBD is further than a 1-hour journey by public transport.

WALKING & CYCLING

The extent of accessibility by bicycle is shown in blue, indicating central Melbourne is around a 1 hour cycle distance from the campus. Interestingly, it is possible to travel further by bicycle than public transport within one hour.

A similar accessibility scenario is evident when a 20 minute journey time is reviewed, although public transport accessibility is show to be even less competitive (refer to map on page "20 minute journey time transport accessibility map" on page 45).

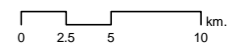


La Trobe University Melbourne Campus Master Plan

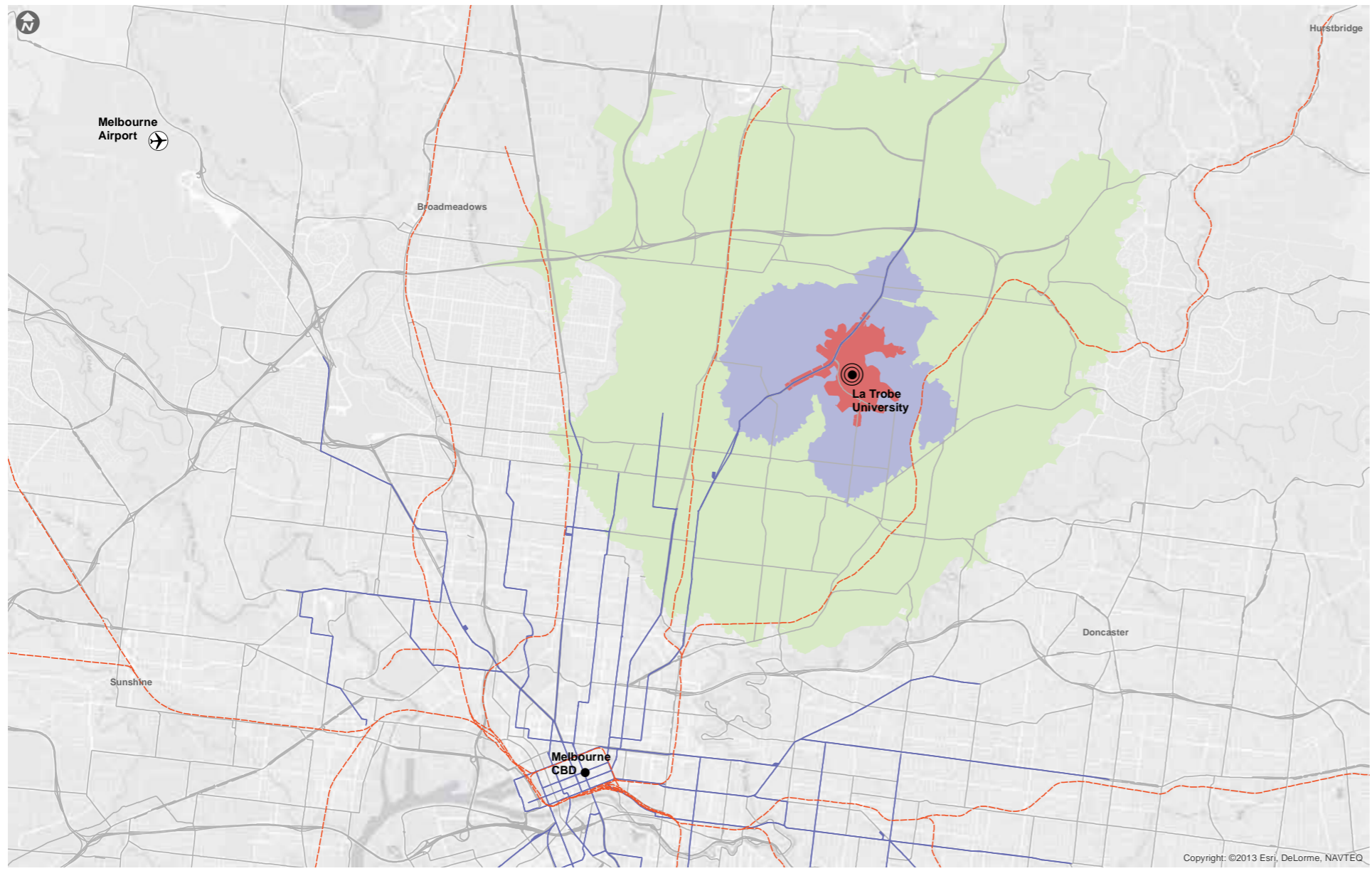
Car Travel, Cycling and Public Transport Journey Times - AM Peak

1 hour journey time transport accessibility map

Legend		Car Travel	Public Transport (Train, Bus & Tram)	
—	Major Roads	■	■	■
- - -	Train Network	■	■	■
—	Tram Network	■	■	■
■	Catchment Area (60 min drivetime)	■	■	■
■	Catchment Area (60 min cycling)*	■	■	■
■	0-5 minutes	■	■	■
■	5-10 minutes	■	■	■
■	10-15 minutes	■	■	■
■	15-30 minutes	■	■	■
■	30-45 minutes	■	■	■
■	45-60 minutes	■	■	■



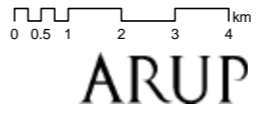
ARUP



La Trobe University Melbourne
Campus Master Plan

**Car Travel, Cycling and Public Transport
Journey Times - AM Peak**

- | | | |
|---------------------|-------------------------------------|---|
| Legend | Car Travel | Public Transport (Train, Bus & Tram) |
| — Major Roads | ■ Catchment Area (20 min drivetime) | ■ Catchment Area (20 min PT) |
| - - - Train Network | Cycling | |
| — Tram Network | ■ Catchment Area (20 min cycling)* | |



20 minute journey time transport accessibility map

PLANNING CONTEXT

RELEVANT LEGISLATION

PLANNING AND ENVIRONMENT ACT 1987

The purpose of the Planning and Environment Act 1987 is to establish a framework for planning the use, development and protection of land in Victoria. Under the provisions of the Act, a Planning Scheme applies to the municipal district. The relevant Planning Scheme is the Darebin Planning Scheme. In most cases, the Darebin City Council is the responsible authority for administering and enforcing the scheme within the City of Darebin.

The Melbourne campus is located within land administered by Darebin City Council, and adjacent to land administered by Banyule City Council to the south and east.

In the context of work being undertaken by a university, Section 16 of the Planning and Environment Act establishes that:

A planning scheme is binding on every Minister, government department, public authority and municipal council except to the extent that the Governor in Council, on the recommendation of the Minister, directs by Order published in the Government Gazette. Division 1 Exhibition and notice of amendment.

An order was published in 1998 to provide an exemption for works undertaken on behalf of various minister's including the Minister for Education. In order to leverage a potential exemption from planning requirements, works would need to be undertaken by, or on behalf of the Minister for Education.

BUILDING ACT 1993

The Building Act 1993 regulates building work and building standards. Under the requirements of this Act, Building permits will be required to be obtained for future buildings and works on the subject land.

SUBDIVISION ACT

The purpose of this Act is to set out the procedure for the subdivision and consolidation of land, including buildings and airspace, and for the creation, variation for removal of easements or restrictions. Under the requirements of this Act, any subdivision or consolidation of lots must satisfactorily complete the relevant procedures (certification of the Plan of Subdivision and issuance of a Statement of Compliance) with the Council before it can be lodged with the Titles Office for registration.

PLAN MELBOURNE: METROPOLITAN PLANNING STRATEGY

Melbourne's strategic direction has recently been reviewed by the Department of Planning Transport and Local Infrastructure (DTPLI) and a new Metropolitan Planning Strategy (MPS) has now been released (*Plan Melbourne*).

The MPS specifically designates the Melbourne campus within the emerging La Trobe National Employment Cluster, one of six such clusters identified throughout Melbourne. In doing so, the MPS recognises the campus as being a major contributor to an employment cluster that provides approximately 25,700 jobs and includes the Northland Shopping Centre, the Austin/Heidelberg Health Node, and adjacent industrial precincts.

Plan Melbourne notes that the Melbourne campus has an expanding education and research role, including a growing student and research population and the recently completed Agri-Bio Centre. Clear policy support is provided for the continued growth of the Melbourne campus and the broader employment cluster in order to support the projected future population growth of Melbourne's Northern Subregion. The MPS proposes that Melbourne be divided into five subregions, which will help support the implementation of the strategy by taking a more localised response to strategic planning. The Melbourne campus is located within the Northern Subregion.

Plan Melbourne outlines a number of 'Directions' and 'Initiatives' that will support the achievement of this strategic intent. Those relevant to the future growth and development of the Melbourne campus are as follows:

1.1 DEFINE A NEW CITY STRUCTURE TO DELIVER AN INTEGRATED LAND USE AND TRANSPORT STRATEGY FOR MELBOURNE'S CHANGING ECONOMY

Initiative 1.1.1: Establish a new Metropolitan Melbourne Structure Plan (MMSP) and incorporate this within the State Planning Policy Framework. The MMSP will identify current and proposed boundaries for NECs.

1.2 STRENGTHEN THE COMPETITIVENESS OF MELBOURNE'S EMPLOYMENT LAND

Initiative 1.2.3: Plan for commercial land and activity centre needs, including the estimation of the likely distribution of future job growth and commercial land requirements within the network of National Employment Clusters and Metropolitan Activity Centres. Work will be undertaken with the Department of State Development, Business and Innovation to estimate future growth in NECs, based on their role function, capacity and development potential.

1.5 PLAN FOR JOBS CLOSER TO WHERE PEOPLE LIVE

Initiative 1.5.1: Facilitate the development of National Employment Clusters (NEC). NECs have been identified based on their focus on knowledge based businesses that generate productivity and economic benefits due to co-location, access to skilled labour and existing infrastructure. The initiative seeks to make NECs investment ready and to maximise choice for the location of knowledge intensive firms and jobs. Of the six NECs identified, three are classified as 'emerging' and the La Trobe Cluster is one of these. Emerging NECs are noted as being subject to further investigation by the Metropolitan Planning Authority (MPA).

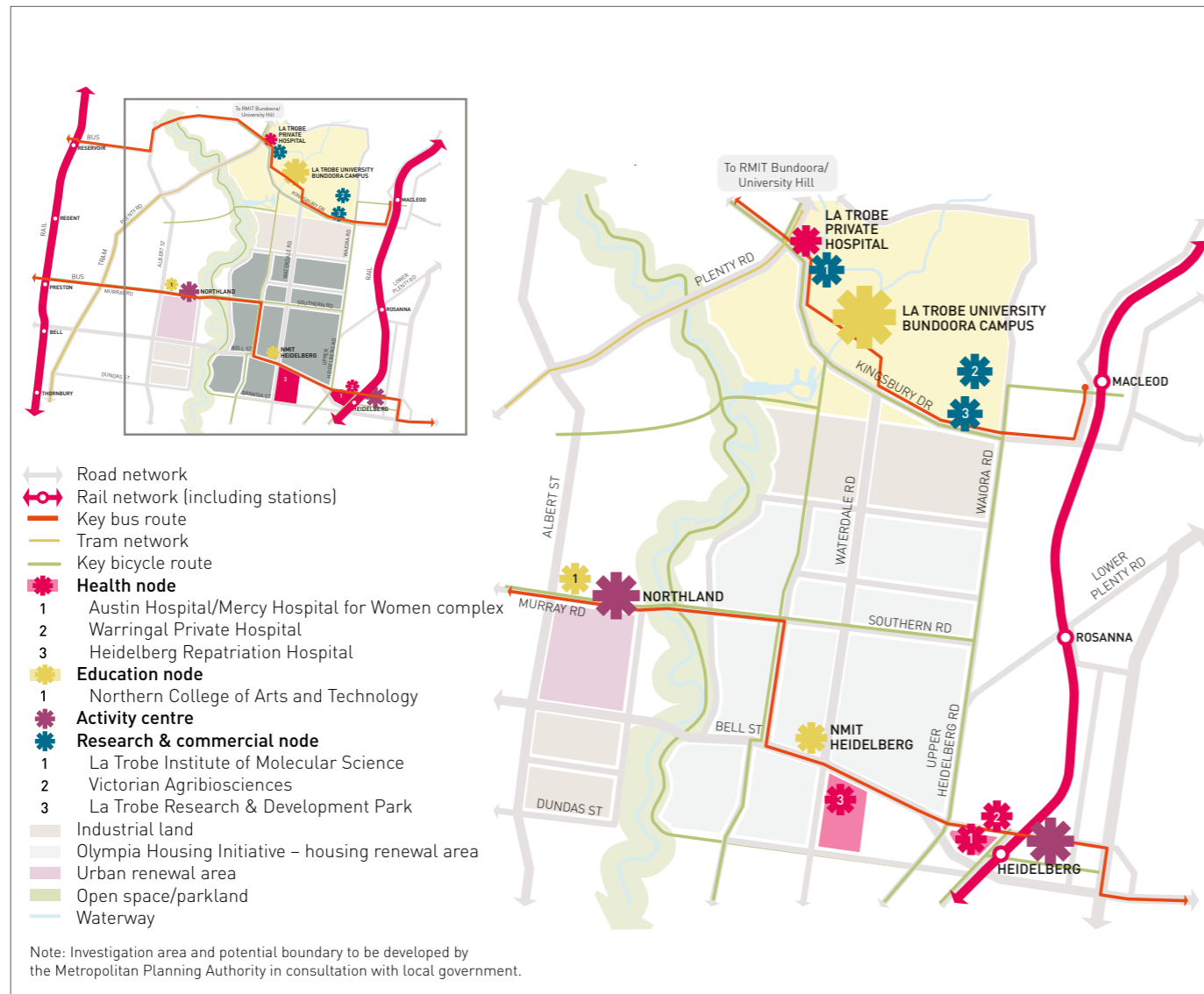
Future actions for the MPA with respect to NECs are noted as being:

- In consultation with stakeholders and local governments, undertake a rapid-fire planning assessment of each cluster which considers: current planning controls; current strategic planning and key projects; potential boundaries and areas of strategic influence; surplus government land; constraints and opportunities; and strategic priorities.
- Make recommendations to government about the extent of ongoing MPA and stakeholder involvement; new processes for streamlined approvals; and undertake a preliminary assessment of infrastructure needs and coordination.
- Prepare a long term plan and governance framework to guide their growth and development and an appropriate regulatory framework.
- Coordinate the delivery and implementation of government investment.
- Identify constraints on employment and business growth in the NECs and identify solutions which will open up employment and investment opportunities.
- Provide advice on critical infrastructure and identify long-term development opportunities for emerging NECs.

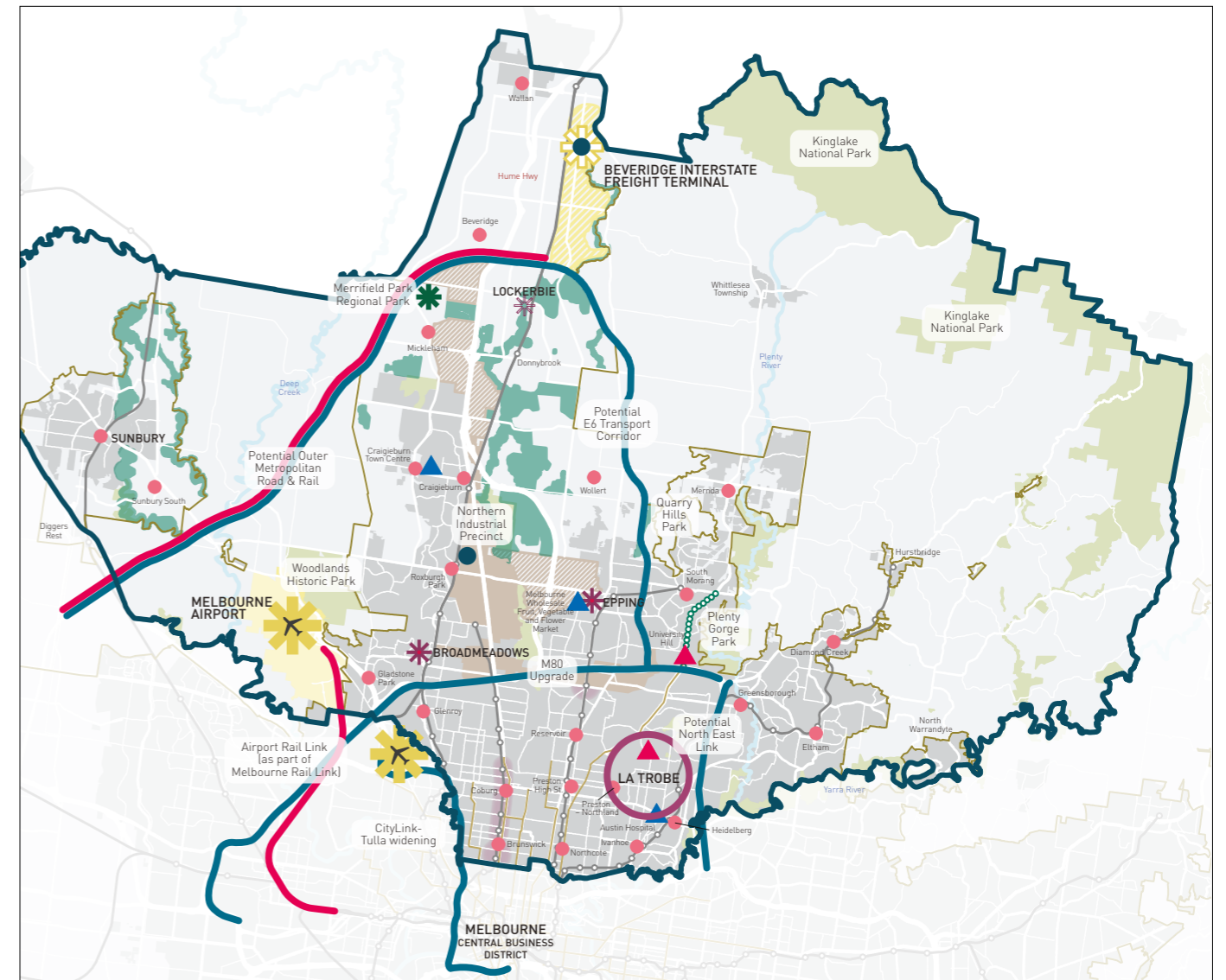
3.2 IMPROVE ACCESS TO JOB RICH AREAS ACROSS MELBOURNE AND STRENGTHEN TRANSPORT NETWORKS IN EXISTING SUBURBS

Initiative 3.2.1: Investigate options for the north east link, a freeway that will connect the M80 Ring Road at Greensborough to the Eastern Freeway, improving access between the northern growth corridor and the south-eastern suburbs and the La Trobe NEC.

Initiative 3.2.2: Harmonise and improve public transport services across trains, trams and buses to provide access to job-rich areas, such as the La Trobe Cluster.



The Emerging La Trobe Employment Cluster as identified within Plan Melbourne (source: DTPLI, 2014)



The Northern Subregion as identified within Plan Melbourne (source: DTPLI, 2014)

PLANNING CONTEXT

STATE PLANNING POLICY FRAMEWORK (SPPF)

Relevant Clauses of the State Planning Policy Framework contained within the Darebin Planning Scheme include:

CLAUSE 11 – SETTLEMENT

Planning is to anticipate and respond to the needs of existing and future communities through provision of zoned and serviced land for housing, employment, recreation and open space, commercial and community facilities and infrastructure.

CLAUSE 11.04 – 1 DELIVERING JOBS AND INVESTMENT

Objective

- To create a city structure that drives productivity, supports investment through certainty and creates more jobs.

Relevant strategies

- Define a new city structure to deliver an integrated land use and transport strategy for Melbourne's changing economy.
- Strengthen the competitiveness of Melbourne's employment land.
- Improve decision making processes for State and regionally significant developments.
- Plan for jobs closer to where people live.
- Enable an investment pipeline for transit-oriented development and urban renewal.

CLAUSE 11.04 – 3 A MORE CONNECTED MELBOURNE

Objective

- To provide an integrated transport system connecting people to jobs and services, and goods to market.

Relevant strategies

- Improve access to job-rich areas across Melbourne and strengthen transport networks in existing suburbs.
- Improve local travel options to increase social and economic participation.

16 HOUSING

- Planning should provide for housing diversity, and ensure the efficient provision of supporting infrastructure.
- New housing should have access to services and be planned for long term sustainability, including walkability to activity centres, public transport, schools and open space.
- Planning for housing should include providing land for affordable housing.

17.02-4 INNOVATION AND RESEARCH

Objective

- To create opportunities for innovation and the knowledge economy within existing and emerging industries, research and education.

Strategies

- Encourage the expansion and development of logistics and communications infrastructure.
- Support the development of business clusters.
- Promote a physical environment that is conducive to innovation and to creative activities.
- Encourage the provision of infrastructure that helps people to be innovative and creative, learn new skills and start new businesses in activity centres and near public transport.
- Improve access to community-based information and training through further developing libraries as community learning centres.

19 INFRASTRUCTURE

Planning for development of social and physical infrastructure should enable it to be provided in a way that is efficient, equitable, accessible and timely.

Planning is to recognise social needs by providing land for a range of accessible community resources, such as education, cultural, health and community support (mental health, aged care, disability, youth and family services) facilities.

Growth and redevelopment of settlements should be planned in a manner that allows for then logical and efficient provision and maintenance of infrastructure, including the setting aside of land for the construction of future transport routes.

Strategic planning should facilitate efficient use of existing infrastructure and human services. Providers of infrastructure, whether public or private bodies, are to be guided by planning policies and should assist strategic land use planning.

19.02-2 EDUCATION FACILITIES

Objective

To assist in the integration of education facilities with local and regional communities.

Strategies

- Locate secondary and tertiary education facilities in areas which are highly accessible to public transport.
- Locate tertiary education facilities within or adjacent to activity centres.
- In planning for the location of education facilities, consideration should be given to demographic trends, the existing and future demand requirements and the integration of facilities into communities.
- Ensure areas near to education facilities, adjoining streets and access ways are designed to encourage safe bicycle and pedestrian access.
- Develop libraries as community based learning centres.



LOCAL PLANNING POLICY FRAMEWORK (LPPF)

The following clauses of the Municipal Strategic Statement and Local Planning Policy Framework contained within the Darebin Planning Scheme are relevant to the proposal:

MUNICIPAL STRATEGIC STATEMENT

The City of Darebin's Municipal Strategic Statement (MSS) identifies key objectives, strategies and implementation measures for key issues relating to the future growth of Darebin. Of relevance to the future development of the campus are objectives relating to economic development, activity centres, natural environment and transport infrastructure.

ECONOMIC DEVELOPMENT

The campus is identified as a key economic strength for the municipality and facilitating new industries associated with research and development are identified as being important. Relevant strategies seek to encourage the range of educational institutions in the City to develop educational opportunities that are accessible to the local community and provide appropriate skills for the jobs available locally; and, encourage the development of the La Trobe University Research and Development Park and complementary businesses in the vicinity of this Park. Further, a wider range of accommodation is encouraged such as serviced apartments and hotels is encouraged due to the proximity of the campus.

ACTIVITY CENTRES

The Melbourne campus is identified in the Activity Centre plan included within the MSS; however, there are no specific objectives or strategies associated with the future development of the La Trobe University. The MSS indicates that further strategic work required includes the preparation of a structure plan for the La Trobe University Research and Development Specialist Activity Centre.

NATURAL ENVIRONMENT

The MSS includes objectives relating to the establishment of a continuous network of indigenously vegetated corridors and spaces and the preservation and enhancement of remnant vegetation communities and flora and fauna habitats. The Darebin Creek is specifically identified as such an area.

TRANSPORT INFRASTRUCTURE

Relevant objectives include reducing car trip numbers, encouraging walking and cycling and improving the operation, safety and attractiveness of public transport.

LOCAL PLANNING POLICIES

Clause 22 of the Darebin Planning Scheme contains the following policies relevant to the proposal:

22.03 - ACTIVITY CENTRES POLICY

- Encourages an integrated development within activity centres and to encourage innovative, high quality urban design responses.

22.05 – DAREBIN CREEK: ADJACENT LAND AND DEVELOPMENT

- Seeks to take a coordinated approach to land development adjacent to Darebin Creek and ensure that the aesthetic impact of development is assessed having regard to maintaining and enhancing the creek environs.

PLENTY ROAD INTEGRATED LAND USE & TRANSPORT STUDY, MAY 2012 AND PLENTY ROAD INTEGRATED LAND USE & TRANSPORT STUDY, COMMUNITY FACT SHEET, AUGUST 2012

The City of Darebin sees opportunities to support more efficient, accessible and reliable public transport, and provide opportunities for housing revitalisation and supporting commercial activities along Plenty Road. At present, Plenty Road has a number of distinct areas that require tailored responses. The recommendations of this report reflect these distinct areas to set the preferred future for Plenty Road.

The fact sheet highlights the following aspects:

- Importance of integrated land use and transport.
- Maximising development opportunities.
- Focus on the area's livability.
- Increasing demand for medium-high density housing.

The Melbourne campus is classified as one of the major land use activity and education uses along Plenty Road along with the commercial areas of Preston and Northland Shopping Centre.

AMENDMENT C137 – PLENTY ROAD CORRIDOR URBAN DESIGN FRAMEWORK

Amendment C137 to the City of Darebin's Planning Scheme is currently undergoing public exhibition. The amendment seeks to introduce land use and built form direction from the Plenty Road Corridor Urban Design Framework. The amendment will introduce a combination of new zones and overlays that will seek to foster new residential growth, up to a height of four storeys in appropriate locations, particularly where there is access to public transport infrastructure. It is understood that the University has prepared a submission in support of this Amendment.

URBAN RENEWAL STRATEGY FOR HIGH STREET AND PLENTY ROAD

The key objective of the Urban Renewal Strategy is to accelerate the rate and scale of urban renewal along High Street and Plenty Road, in and around the Tram Route 86 corridor. The report identifies a range of interventions the City of Darebin Council can undertake to support this objective. Successful implementation could lead to increased housing choices for students wishing to live in close proximity, and with direct public transport access, to the Melbourne campus.



PLANNING CONTEXT

ZONES

The Melbourne campus is entirely located within the Public Use Zone Two (Education).

- The site is traversed by Kingsbury Drive which is a Road Zone 2.
- To the north and north east of the site is land zoned Mixed Use and Residential 1 and Public Park and Recreation Zone (PPRZ), which is occupied by Strathallan Golf Club.
- To the east and south east of the site is Residential 1 zoned land and a further small pocket of Mixed Use land.
- Directly abutting to the site to the south east is land zoned Public Use Zone 7 (Other Public Use).
- An industrial precinct is located to the south of the site comprising a central Industrial 1 Zone, bordered by a buffer of Industrial 3 Zone.
- Land to the south east of the site is zoned PPRZ and includes the Darebin Creek and adjoining parkland.
- There is a small pocket of the Public Use Zone 5 (Cemetery) located to the west of the site, fronting Plenty Road, which is occupied by Preston Cemetery.
- Land to the west of the site is zoned Residential 1, further north is the Bundoora Park and Bundoora Park Public Golf Course which is zoned PPRZ.

It is noted that the recently exhibited Amendment C137 seeks to update a number of existing zones in the vicinity of the Melbourne campus (notably the MUZ, Residential 1 Zone and Commercial Zone) to achieve consistency with the new residential and commercial zones that have recently been established.

CLAUSE 36.01 PUBLIC USE ZONE

The purpose of the Public Use Zone is as follows:

- To recognise public land use for public utility and community services and facilities.
- To provide for associated uses that are consistent with the intent of the public land reservation or purpose.

Each classification of Public Use Zone has an identified purpose which is provided in the table within Clause 36.01-6. The purpose of the Public Use Zone 2 (PUZ2) is for education.

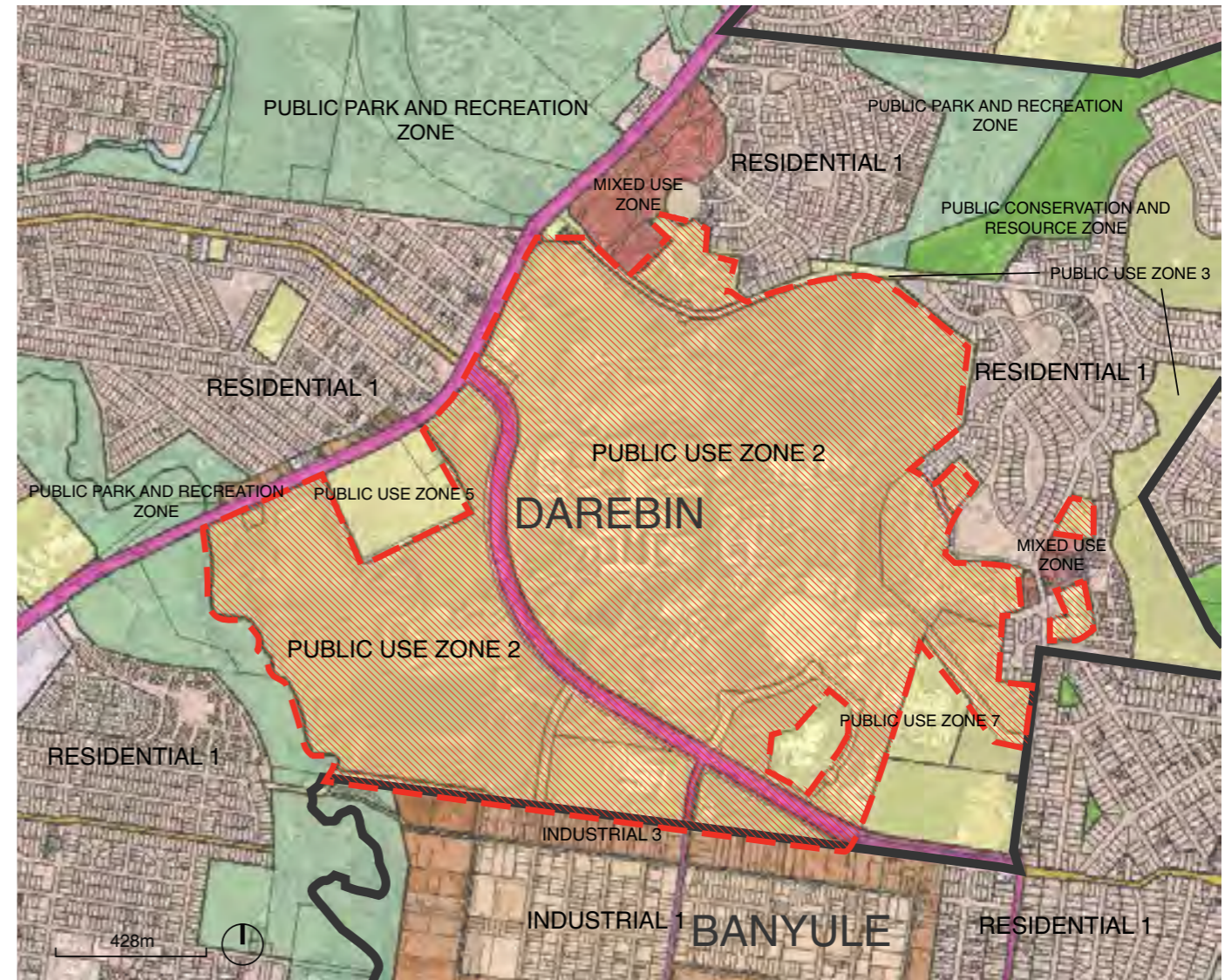
Of relevance to the proposal, a Permit is not required for the following:

- Any use listed in Clause 62.01, must meet the requirements of Clause 62.01;
- Any other use: The use must be for the purpose described in the table to Clause 36.01-6 which corresponds to the notation on the planning scheme map. The use must be carried out by or on behalf of the public land manager.

There are no Section 2 or 3 uses listed in Clause 36.01-1 Table of Uses. Accordingly, a permit is not required for a use within the PUZ2 which is for the purpose of Education and is to be carried out by or on behalf of the public land manager.

Clause 36.01-2 states that a permit is required to:

- Construct a building or construct or carry out works for any use in Section 2 of Clause 36.01-1. This does not apply to navigational beacons or aids.
- Subdivide land.



Zones affecting the Melbourne campus and surrounds

OVERLAYS

CLAUSE 45.06 – DEVELOPMENT CONTRIBUTIONS PLAN OVERLAY – DCPO1

The purpose of the DCPO1 is:

- To identify areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

The entire site is subject to DCPO1 and is thereby affected by the City of Darebin Development Contributions Plan (DCP). This DCP has identified future infrastructure projects that are required over a ten year period and indicates a proportion of the cost of this infrastructure which is attributable to future development. This cost is then passed on to the proponents of future development.

A development contribution charge may be payable for all development in Darebin that requires either a building or a planning permit, except residential development that costs less than \$100,000. For non residential development, an invoice will be issued for the relevant DCP charge at the time of issue of your planning permit. A DCP charge must be paid prior to the issue of a building permit.

Pursuant to the provisions of the DCP, the Melbourne campus is entirely located within Charge Area reference: 2331009. Within this Charge Area the equivalence ratios for development contributions for development associated with tertiary institutions are as follows:

Infrastructure type:	Equivalence ratio:	Required contribution:
Road	5.70 students	\$1.36
Drainage	540m ²	\$0.0
Community facilities	N/A to non-residential development	\$111.31
Parks	N/A to non-residential development	\$0.45

CLAUSE 42.01 – ENVIRONMENTAL SIGNIFICANCE OVERLAY 2 – DAREBIN CREEK AND ENVIRONS

This overlay affects land in the south-west corner of the site adjacent to Plenty Road. The La Trobe University Driving Range, Preston General Cemetery, oval and playing fields currently occupy this land.

CLAUSE 44.04 – LAND SUBJECT TO INUNDATION OVERLAY

This overlay affects land in the south-west corner of the site adjacent to Plenty Road, in particular land surrounding the Darebin Creek. The La Trobe University Driving Range, Preston General Cemetery, oval and playing fields currently occupy this land.

CLAUSE 44.05 – SPECIAL BUILDING OVERLAY

This overlay affects land adjacent to the site in the south. This land is located in Banyule City Council. It is noted that the recently exhibited Amendment C137 seeks to alter a number of overlays in the vicinity of the Melbourne campus.

PARTICULAR PROVISIONS

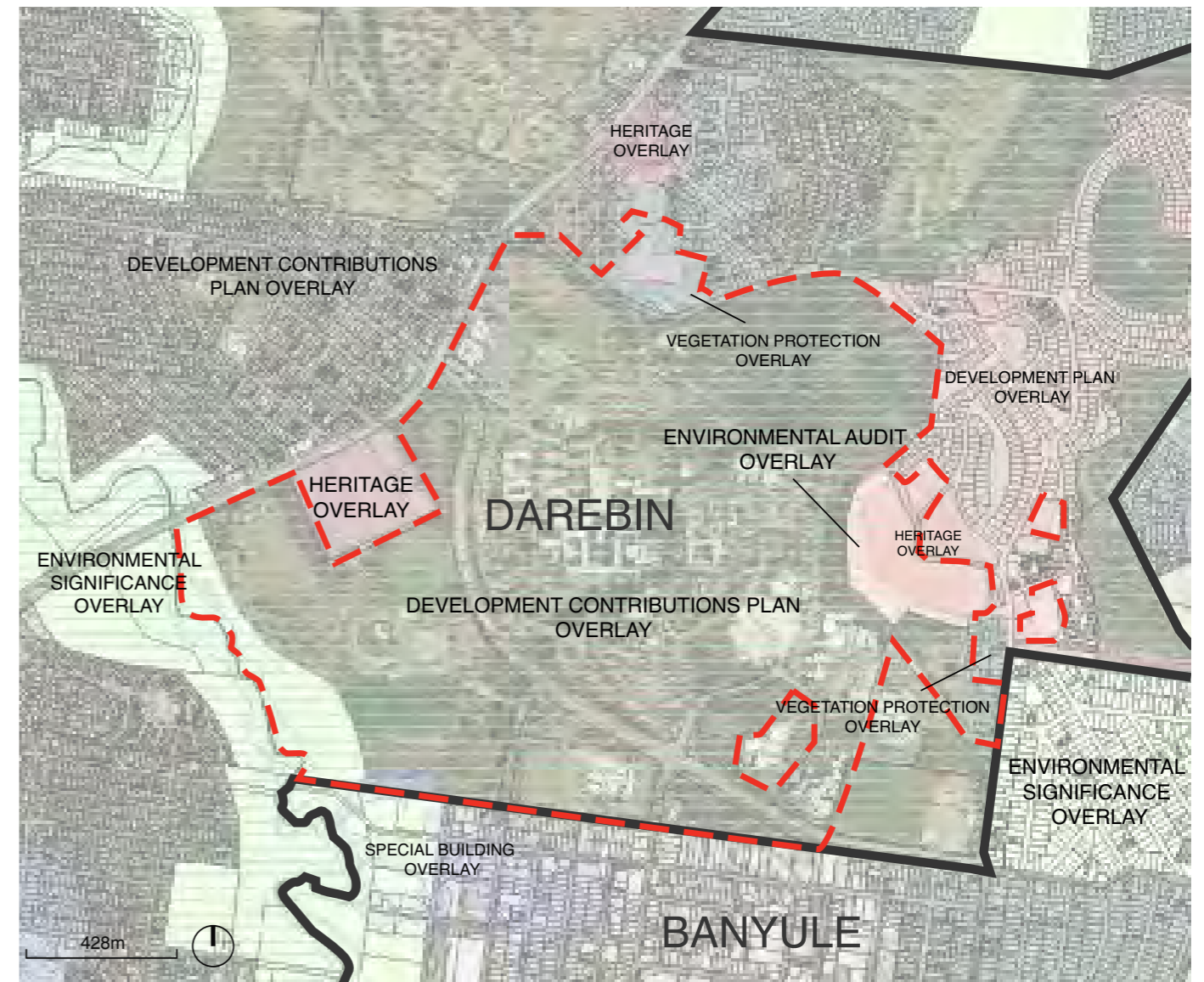
The following Clauses may be of relevance to the future development of the campus. Further guidance regarding these matters can be provided as the form of future development evolves.

CLAUSE 52.03 SPECIFIC SITES AND EXCLUSIONS

The purpose of this zone is to recognise specific controls designed to achieve a particular land use and development outcome existing on the approval date.

Land identified in the schedule to this clause may be used or developed in accordance with the specific controls contained in the incorporated document corresponding to that land. In relation to the Melbourne campus, the Biosciences Research Centre was enacted as an Incorporated Document in 2008. The planning provisions associated with this Incorporated Document apply to land north west of the intersection of Ring Road and Research Drive, Bundoora.

These controls specifically relate to the development of the Biosciences Research Centre, and include provisions relating to car parking and native vegetation removal.



Overlays affecting the Melbourne campus and surrounds

CLAUSE 52.06 CAR PARKING REQUIREMENTS

This clause sets out the requirements for car parking, access and servicing depending on the land use and type of development proposed. Further advice can be provided regarding permit requirements as the Master Plan process progresses.

CLAUSE 52.17 – NATIVE VEGETATION

This clause articulates the permit requirements relating to the removal of native vegetation. Generally speaking a permit is required to remove native vegetation although there are some exemptions. Further advice can be provided regarding permit requirements as the Master Plan process progresses.

MASTER PLAN PRIORITIES

MASTER PLAN PRIORITIES

The analysis of the campus' issues and opportunities led to the identification of emerging priorities for campus development over the life of the Master Plan.

The Master Plan priorities are consistent with the outcomes of internal and external consultation throughout the Master Plan project.

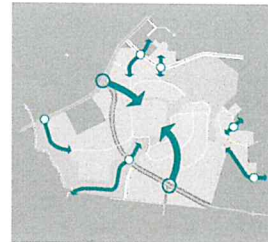
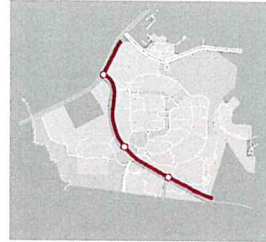
FROM

An isolated citadel with few gateways.



TO

A campus that clearly announces itself.



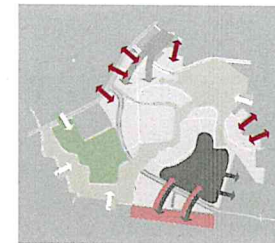
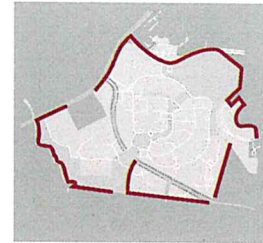
FROM

An introverted campus.



TO

A campus turned 'inside out', welcoming the community in.



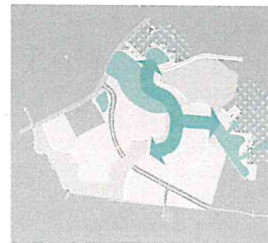
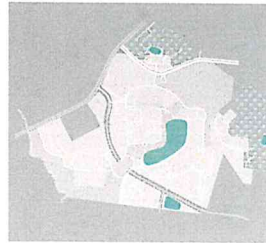
FROM

Isolated residential sites.



TO

Connected and diverse residential neighbourhoods.



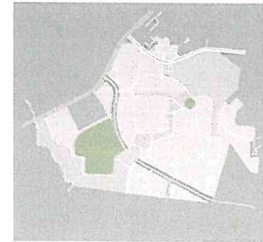
FROM

Ageing, hidden and disconnected sports facilities.



TO

A regional sports and recreation destination.



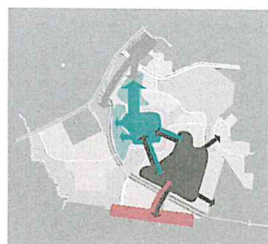
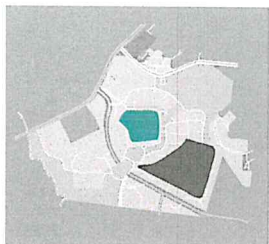
FROM

Disconnected and introverted academic and research precincts.



TO

Interconnected academic and research neighbourhoods, infused with diverse uses.



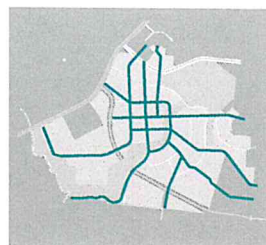
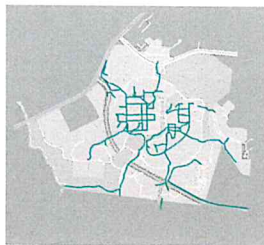
FROM

An incoherent and meandering system of paths.



TO

A clear network of generous pedestrian boulevards.



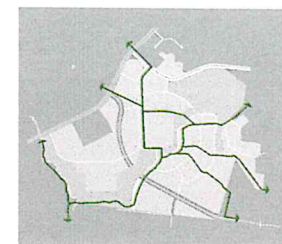
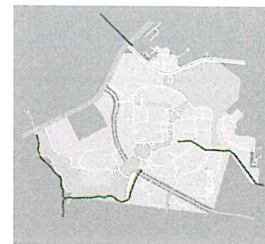
FROM

Frustrating and indirect cycle paths.



TO

A safe and efficient cycle network that is regionally connected.



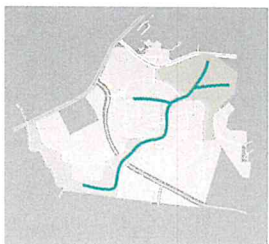
FROM

An underappreciated and overrun riparian corridor.



TO

A connected, regionally significant water and recreation resource.



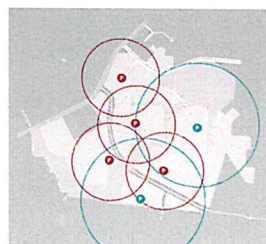
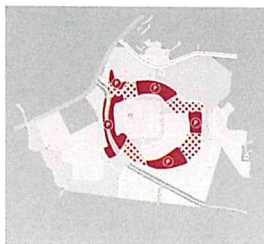
FROM

A complex and inefficient ring of parking.



TO

A network of strategically located car parking nodes.



FROM

Poor east-west public transport connectivity and integration.



TO

An integrated, multi-modal network of high frequency public transport services.

