

Diamond Village 2041





Acknowledgement of Country

Banyule City Council is proud to acknowledge the Wurundjeri Woi-wurrung people as traditional custodians of the land and we pay respect to all Aboriginal and Torres Strait Islander Elders, past, present and emerging, who have resided in the area and have been an integral part of the region's history.



Contents

Part 1: Context 1

Introduction	2
Policy Context	3
State Planning Policy	3
Banyule Council Plan 2025-2029	4
Other Council Policy and Strategy	5
The North East Link	6
The Diamond Village NAC	7
The Diamond Village Shopping Centre	9
Physical Description	9
Ownership	9
Land use profile for the Diamond Village NAC	11
Community Profile for the Diamond Village NAC	13



Part 2: Strengths, Challenges and Opportunities 14

The design of the NAC has some good underlying features	16
Public toilets are required as a priority	18
The range of shops and services needs improving	19
The physical condition of the shopping centre is very poor	20
There are gaps in the planning framework for the NAC	21
Provide more housing choice	22
The NAC and surrounds are exposed to climate change	23
Delta Reserve is highly successful, but needs improvements	24
Movement around the centre is compromised	25
Movement to and from the centre has issues	26
The centre should be better promoted and more visible to the local community	27
Access to public transport needs improving	27
There is already capacity to support community services in the area	29
Planning for the centre should respect its local character	29

Part 3: A 15 Year Plan 30

Vision	31
Objectives, Strategies and Actions	32
The Framework Plan	43

Part 1: Context



Introduction

Diamond Village 2041 is a 15 year plan for Council to support the Diamond Village Neighbourhood Activity Centre in Watsonia to serve its local community. In particular, it sets a vision, objectives and a program of strategies and actions for Council to follow and implement.

Neighbourhood Activity Centres (NACs) are medium to local scale commercial hubs that provide access to daily goods, services and employment for the surrounding community. Diamond Village is one of eleven NACs recognised by the Banyule Planning Scheme.

There is currently no detailed plan tailored to guide future development of the Diamond Village NAC and it is timely to prepare Diamond Village 2041 to address this gap, considering:

- The Diamond Village NAC has received little in the way of detailed planning guidance since its development in the early 1970s.
- The construction of the North East Link (NEL) and M80 Ring Road (M80RR) has important aspects for the Diamond Village NAC that need to be considered and responded to.

The following have particularly informed preparation of Diamond Village 2041:

- State and Local Planning Policy, both of which support local centres to be successful, inclusive, engaging and highly accessible by walking and cycling.
- Council research on the Diamond Village NAC and the surrounding area.
- An extensive round of community engagement conducted in Sep-Oct 2025 with the Diamond Village community, in response to which Council received a large amount of helpful feedback.

One feature of Diamond Village 2041 is to propose certain public realm upgrades for the NAC. For example:

- The installation of new public toilet facilities.
- A re-designed car park for safer pedestrian access between the shopping centre and Delta Reserve.
- Improved footpaths around the shopping centre.
- Measures to improve access to and the useability of Delta Reserve for the community.

Diamond Village 2041 not only provides a framework for future development of the Diamond Village NAC, but also to support the safety and ease of cycling and walking for residents to the centre via the local road network.



FIGURE 1. Location of the Diamond Village NAC in the City of Banyule

Policy Context

State Planning Policy

A key objective of State Planning Policy, cited at Clause 15.01-4S (Healthy Neighbourhoods) of planning schemes, is to achieve neighbourhoods that foster healthy and active living and community well-being. The approach to achieving this objective is to design neighbourhoods that provide:

- Connected, safe, pleasant and attractive walking and cycling networks that enable and promote walking and cycling as a part of daily life.
- Streets with direct, safe and convenient access to destinations.
- Conveniently located public spaces for active recreation and leisure.
- Accessibly located public transport stops.
- Amenities and protection to support physical activity in all weather conditions.

Further, it is intended that the neighbourhoods will give people the ability to meet most of their everyday needs within a 20 minute walk, cycle or local public transport trip from their home.

This last point attaches particular importance on the need for a local centre, such as the Diamond Village NAC, to be a focal point that serves its local community well.

Four themes outlined below are key to a centre's ability to perform this role.

Uses and Activities	To provide sufficient retail, services and facilities to meet most of the everyday needs of the community.
Comfort and Image	To be an attractive, safe and inviting centre that reflects a preferred local character.
Sociability	To provide well-designed places for people to meet and socialise. For example, by providing quality areas for outdoor seating, community events and encouraging evening use.
Access and Linkages	To be highly accessible by walking and cycling for local residents of all ages and abilities, but also to provide links to other destinations, including by public transport.



FIGURE 2. Creating Better Places.
Sourced from Project for Public Spaces.

Banyule Council Plan 2025-2029

The goal of achieving "Healthy Neighbourhoods" as outlined in Clause 15.01-4S (Healthy Neighbourhoods) of planning schemes is consistent with the aims of the Banyule Council Plan 2025-2029, particularly with the objective and outcomes sought by Theme 3 (Our-well Built City). The following table details that objective and examples of outcomes sought under that theme:

Council Plan Objective	Examples of outcomes sought
Theme 3 – Our well-planned City A well-planned, sustainable and liveable place that caters for current and emerging communities; where our local character and environment is protected and enhanced.	By 2041, Banyule is a well-planned, designed and built environmentally sustainable city that meets the community's needs. • Banyule is a network of accessible neighbourhoods, connected by sustainable transport options. • Local neighbourhood character, heritage, history and First Nations culture are protected and embedded into planning, thinking and design. • Spaces are well designed for universal access, and planning decisions consider health and wellbeing. • We encourage and invest in active transport like walking, cycling and community and public transport, and our walking and bike paths are safe and well-connected to the broader community.

Other Council Policy and Strategy

Council has a suite of other policies and strategies consistent with supporting the development of healthy neighbourhoods in Diamond Village and other locations in the municipality. Key examples include:

Council Strategic Document	Explanation
Public Realm Framework (June 2024)	The Framework aims to deliver a high-quality baseline for the delivery of public realm that is well-utilised, considered, contemporary, and diverse that supports the strategic goals of Council and the community.
Housing Strategy (August 2024)	A long-term plan to manage housing growth and change to meet the on-going needs of the community.
Neighbourhood Character Strategy (August 2024)	A strategy to guide new development in Banyule, ensuring it respects and responds to the existing or preferred valued characteristics of an area. It works alongside the Housing Strategy to allow Council to plan for and manage future housing growth, whilst also protecting neighbourhood character.
Economic Development Plan (May 2023)	A five-year plan to support Banyule's economic activity and sustain growth. It provides long-term economic development strategies and objectives that link to the Council Plan and Community Vision 2041.
Urban Forest Strategy (October 2023)	A 10 year strategy to plan, manage and maintain Banyule's highly-valued urban forest. It sets targets for canopy cover, such as 30% canopy cover across all suburbs by 2050 with no loss in suburbs exceeding the target.
Banyule Community Infrastructure Plan (2023)	A plan guiding the planning and development of Council owned community infrastructure over a 10 year period, with a focus on directing resources where they best meet community needs and to maximise the use, accessibility and performance of existing facilities.
Banyule Integrated Transport Plan (2015)	The Plan delivers Council's long-term direction in transport and land-use decisions, with a vision where Banyule is a city with accessible, sustainable and active communities, with good access to jobs, education, shopping and community opportunities within a safe transport network.
Banyule Public Toilet Plan (2023)	The Plan establishes a vision for public toilets in Banyule, complemented by a series of objectives and principles to guide the renewal, upgrade and decommissioning of existing public toilets. It also identifies where new toilet facilities are required in future.
Banyule Public Open Space Plan 2016-2031	The Plan provides a framework to guide Council to make decisions that continue to sustain and enhance Banyule's valuable open spaces.

The North East Link

The NEL and M80RR are Big Build roads infrastructure projects implemented by the State Government in Melbourne's north-east. At its northern end, the NEL project proposes an at-ground level section of road along the alignment of the former Greensborough Road that will run generally north-south only approximately 680 metres to the west of the Diamond Village NAC.

The significance of development of the NEL has important aspects for the Diamond Village NAC. Firstly, the location and alignment of the NEL is between the Diamond Village NAC and the larger Watsonia NAC. The Watsonia NAC provides the nearest railway station to the Diamond Village NAC and the alignment, intensity and width of the NEL may create a significantly greater physical and psychological barrier than previously existed for residents living on the east side of the former Greensborough Road to accessing the Watsonia NAC and railway station. Therefore, the NEL may put more significance on the Diamond Village NAC to meet the everyday needs of the community.

Secondly, construction of the NEL is funding additional facilities in proximity of the Diamond Village NAC, which needs to be appreciated in planning for the area.

Key examples of the additional facilities include:

- The construction of a large indoor sports facility at Greensborough College has been funded and completed.
- The development of a shared user path running east west along the transmission line 350m south of Diamond Village NAC is proposed.

- The development of a shared user path along the alignment of the NEL is proposed.

Consideration should be given to how the NAC can achieve maximum benefit from these new facilities. For example, to improve the economic diversity and success of the NAC by enhancing the presence and accessibility of the NAC for patrons of the sport stadium.

Completion of the NEL is scheduled to occur in 2028.



The Diamond Village NAC

The Diamond Village NAC is on the traditional lands of the Wurundjeri Woi-wurrung.

The NAC was essentially constructed all at once in 1972 as part of development of the surrounding residential land for suburban Watsonia. The NAC comprises the following three key elements:

1. The Diamond Village Shopping Centre at 78-90 Nepean Street, Watsonia
2. A car park located on the east side of the shopping centre.
3. Delta Reserve, a Council owned park on the east side of the shopping centre car park.

The three elements are shown in the following aerial:



FIGURE 3. The key elements of the Diamond Village NAC

The three elements are inter-twined. The car park services both patrons of the shopping centre and Delta Reserve and further, there is considerable movement between the shopping centre, car park and Delta Reserve.

The blue line defines a boundary for the Diamond Village NAC.

The following map shows the location of the Diamond Village NAC and features within proximity of the centre:



1	Diamond Village NAC
2	Greensborough College
3	Elder Street Reserve
4	North East Link (NEL)
5	Watsonia Shops
6	Watsonia Railway Station
7	Watsonia Heights Primary School
8	Central Park
9	East-west powerline easement
10	Willinda Park

FIGURE 4. Features within proximity of the Diamond Village NAC

The Diamond Village NAC is located well within a local road network and the closest arterial road is the NEL, approx. 680 metres to the west. The area is predominantly residential and is typified by one storey detached dwellings, although development for two storey townhouses is becoming more common.

The NAC and its immediate residential area are quite elevated in the landscape, with views possible to Kinglake and other ranges.

The Diamond Village Shopping Centre

Physical Description

The shopping centre is a long rectangular building (approx. 147 by 40 metres) that sits broadly north-south on its length. The centre provides for:

- Eighteen commercial premises and several areas of common property, such as a footpath and a toilet block.
- An arcade in the southern half of the centre.

With the large car park on its eastern side, the centre's design typifies the car-based shopping centre, which was the preferred design for much of the latter half of the twentieth century.

Twelve of the commercial premises in the shopping centre face east to the car park and five face into the arcade. Most of the commercial premises are approximately 142 square metres in size, but there are two significantly larger sites, one on the south end (15/78 Nepean Street) and one on the north end (13/78 Nepean Street). The premises on the north end is currently vacant and the premises on the south end is a supermarket.

The four external sides of the shopping centre are as follows:

- **North side** – the only side constructed with frontage to the street, which is the frontage of 13/78 Nepean (currently vacant) to Nepean Street.
- **East side** – mostly comprises frontage for the twelve premises that face the car park, but also has a major entrance to the arcade and, at the southern end, a large blank wall of the supermarket.
- **South side** – a large expanse of blank wall with a largely disused garden bed.
- **West side** – a large area that provides the back of premises for most of the commercial properties and also provides an associated service road.

Until about 2007, the shopping centre was home to the regional office of VicRoads, which was located at the northern end (13/78 Nepean Street). Some of the infrastructure at the centre probably reflects the previous presence of the VicRoads office, such as a very large (now disused) carport and the unusually wide service road, both on the western side of the centre.

Ownership

The eighteen commercial properties and the associated common property in the shopping centre are privately owned. Council understands that currently two body corporates manage the site, one for properties facing the arcade and one for properties facing east to the car park.

The following image shows in light blue the private land in the Diamond Village NAC:



Private land within the NAC



Boundary of Diamond Village NAC

FIGURE 5. Private land within the Diamond Village NAC

Delta Reserve is Council land and all other non-private land in the Diamond Village NAC is State Government land and includes:

- The car park, including a section of footpath along its western edge in front of the shops.
- The internal arcade for the shopping centre.
- The extensive areas of footpath on the north and south sides of the shopping centre.
- Much of the land at the rear (western side) of the shopping centre.

Council is the Crown land manager for most of these areas of State Government land, except that the State Government is the Crown land manager for the arcade.

Four local roads abut the NAC, which are Nepean Street, Delta Road, Orana Drive and Kardinia Street. All these roads are State Government roads, with Council listed as the Crown land manager.

The extent of public land ownership is quite significant and is expected to assist Diamond Village 2041 to support positive change in the NAC. It allows Council direct ability and capacity to improve Delta Reserve. In addition, subject to support from the State Government, it allows Council significant ability to improve other key parts of the centre. For example, to:

- Re-design the car park.
- Improve the extensive pavement areas adjacent to the north and south of the shopping centre.
- Improve the use and appearance of much of the western (back-of premises) side of the shopping centre.
- Improve safety and connections in the surrounding road network.



Land use profile for the Diamond Village NAC

The area around Diamond Village NAC, to the east of NEL, is predominantly residential. This can be seen from Figure 6 below, which indicates land uses around the NAC. Residential land is denoted in pink and is predominantly land within Schedule 1 to the General Residential Zone (GRZ1). This is the zone most commonly applied to suburban areas in metropolitan Melbourne. The GRZ1 sets a maximum building height limit of 3 storeys (11 metres).

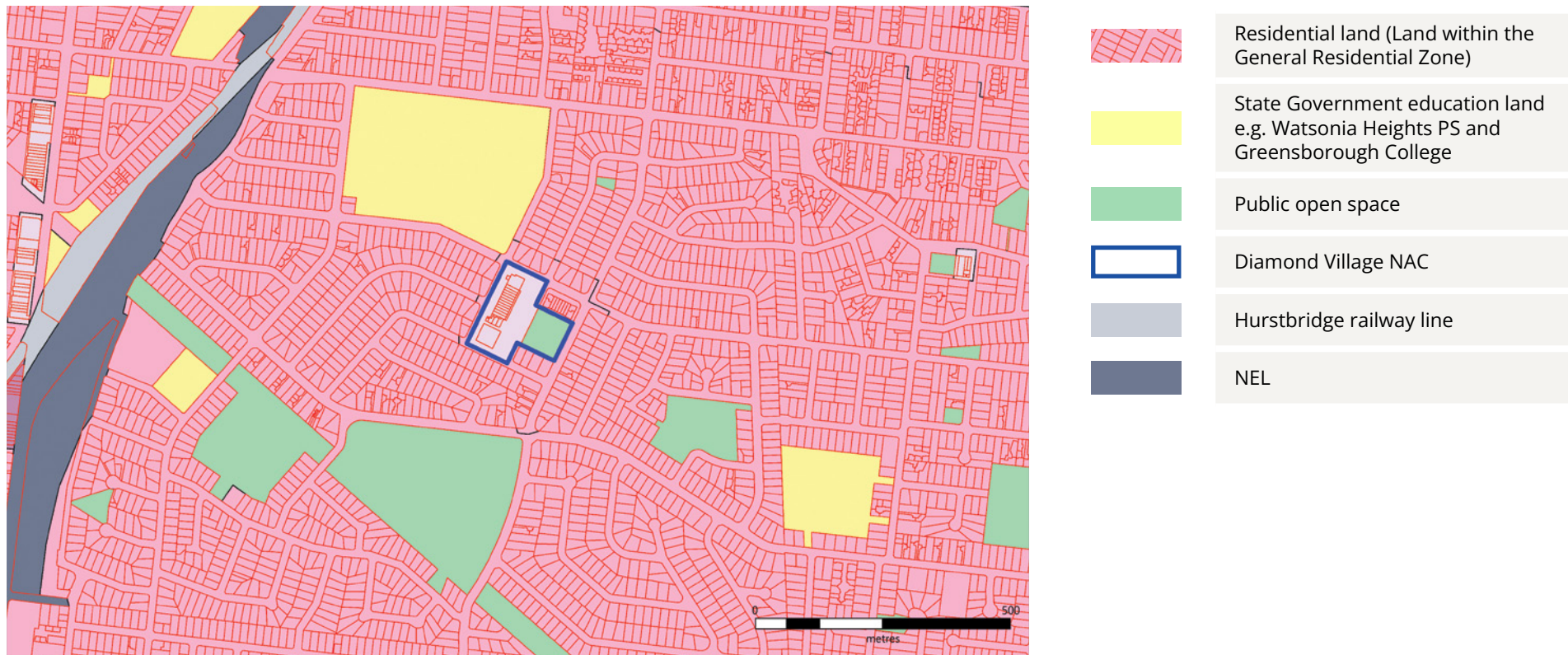


FIGURE 6. Land use within proximity of the Diamond Village NAC

The Banyule Neighbourhood Character Strategy (August 2024) defines the residential area around the Diamond Village NAC as part of the Garden Suburb 1 (GS1) Precinct. This precinct is described as predominantly comprising 1950s and 1960s dwellings, with some areas of 1970s and increasingly recent modern dwellings and unit infill developments. Single storey development predominates, however the presence of two storey dwellings and additions is increasing. Further, vegetation is variable and some sections are lightly covered with occasional pockets of native canopy trees. Front gardens are generally low level with lawn and shrubs, becoming more established with substantial trees to the east of the municipality.

Notwithstanding the significant area of residential land around the Diamond Village NAC, there is still a notable amount of land set aside for non-residential uses. This principally comprises of:

- State Government education land (denoted in yellow in Figure 6) used to provide secondary and primary schools, such as Greensborough College and Watsonia Heights Primary School.
- Public open space (denoted in green in Figure 6) used to provide Council parks (e.g. Delta Reserve and Elder Reserve), linear reserves and open space associated with waterways.



Community Profile for the Diamond Village NAC

The following is a snapshot of the community that lives within walking distance, approximately 1 km, of Diamond Village NAC*:

9,250

Approximately 9,250 people live in the Diamond Village area, which is about 7% of Banyule's population, and there are 3,582 households.

10%

The Diamond Village area has a smaller portion (10%) of people in the 20-29 age-group than both Banyule (11.5%) and Greater Melbourne (14.5%).

16.7%

The area's largest age group by decade of age is 30-39 years of age, which accounts for 16.7% of residents in the Diamond Village area. The same age group is also Banyule's largest, but accounts for a smaller 14.2% of residents.



Couples with children

Reflecting the previous point, the area has a high portion of couples with children.

65+

Like Banyule, the Diamond Village area has a higher portion than Greater Melbourne of people above sixty-five years of age.

19.4%

19.4% of residents in the Diamond Village area are born overseas and 16.4% speak a language other than English at home, which are slightly lower figures than the averages for Banyule.

High family income and employment rate

The figures for family income and rate of employment are slightly higher than Banyule's figures. However, certain areas of socio-economic disadvantage exist within the community.

72%

Of dwellings in the area, approx. 72% are owned and 25% are rented. These figures are generally similar to the Banyule wide-figures.

14.7%

The highest category of employment is professional (14.7%), followed by health care/social assistance (8.25%), clerical administration (7.4%), Technicians/Trades (7.14%) and Managers (6.83%)

15.56%

Research indicates that there has been a notable rate of residential growth around the Diamond Village NAC in the last 10 years and it is projected that the broader suburb of Watsonia will grow by 15.56% by 2046.



*The information is primarily based on 2021 census data, taken from the twenty-two Level 1 Statistical Areas (SA1) that are totally, or significantly, within 1 kilometre of the Diamond Village NAC. An SA1 is the smallest census database in terms of geographical size and has an average population size of 400 people.

Part 2: Strengths, Challenges and Opportunities



The following section outlines under sub-headings the key strengths, challenges and opportunities identified by research for Diamond Village 2041. The section is largely informed by:

- Desk-top and on-site research by Council officers regarding a range of relevant matters
- Feedback from an extensive round of community engagement conducted in Sep-Oct 2025, which sought to capture what the community sees as the key issues and opportunities for the Diamond Village NAC.

The engagement included a variety of methods for the community to provide feedback, including:

- An online survey.
- Council led tours of the shopping centre for different types of groups, including:
 - Students from both a local high school and primary school.
 - Pre-school children, together with a number of parents and carers.
 - Adult residents.
- Discussions with traders
- Community pop-up sessions at the shopping centre, held on a market day.

The community response was extensive. It included more than 550 written responses, considerable feedback from the tours and a large number of detailed conversations with members of the community.



FIGURE 7. A tour of the Diamond Village Shopping Centre with children, parents and carers from the Delta Road Pre-school

The key strengths, challenges and opportunities are summarized as follows:

The design of the NAC has some good underlying features

The shopping centre has certain original design features which could be built upon to improve the appearance, functionality and success of the centre. Examples include:

- A particularly extensive paved area on the north end facing Nepean Street, which offers the opportunity for outside seating and to better engage that side of the centre with the street.
- A large garden bed at the south end which offers opportunities to reduce the visual bulk of the southern wall of the centre.
- A considerable amount of vegetation around the shopping centre, including a number of large trees, which add to the amenity and character of the centre.

- A consistent theme and design in the exterior of the building, capturing a key point in the development of the local area.
- The existence of the internal arcade with shops facing towards it, which offers opportunities for events and people to meet out of the elements.
- A long line of shops, with extensive and engaging glass frontages, facing a footpath on the east side.

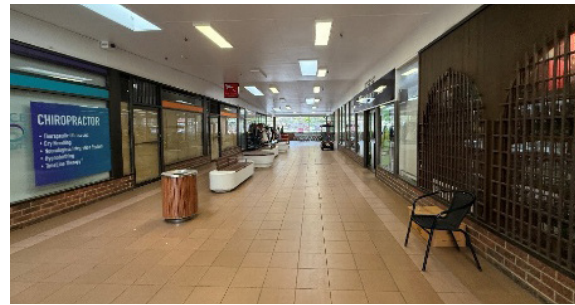
In addition, the NAC has the significant asset of Delta Reserve, situated in close proximity to the shopping centre.



Footpath on Nepean Street



The Arcade



Delta Reserve



FIGURE 8. Photos of features of the Diamond Village NAC

The community feedback appreciated some of these underlying positive features. For example:

- There was considerable feedback that the existing vegetation strongly contributes to the centre.
- Pupils at Delta Road pre-school liked the active frontages on the east side of the centre.
- In all forms of engagement, the community expressed strong appreciation of the park.

These features, if managed and used properly, offer real opportunities to positively contribute to the appearance and vibrancy of the centre.

However, certain issues are still evident in the underlying design of the NAC, including:

- There is no clear outside civic space or similar community focus spot at the shopping centre for people to sit and socialise. Further, as discussed below, the internal arcade is uninviting. Currently, some outside seating for the bakery on the footpath appears to serve as a place to sit and socialise.

- There is no clear pedestrian access between the shopping centre and the park, which is concerning as this will be a key destination line for young children and young people.
- There is a significant slope in part of the shopping centre's footpath network, particularly at the southern end. This presents issues for accessibility and safety.
- The design of the shopping centre, with no shop frontages on the south and west sides, results in the centre not engaging with surrounding streets.

Public toilets are required as a priority

There are no public toilets in the NAC for either Delta Reserve or the shopping centre. A toilet block exists at the north-west corner of the shopping centre. However, this has not been open to the general public for some time and Council understands it is only available to patrons of a restaurant located in the centre.

There is a high demand for public toilets at the centre from patrons of Delta Reserve, which is apparently highly popular in the warmer months, and also from patrons of the shopping centre. The traders and broader community are highly frustrated at the absence of public toilet facilities in the centre and this absence is causing significant stress. Council's engagement received a very strong message from the community that public toilets need to be provided promptly and should be conveniently located for both patrons of the shopping centre and the park.

The Banyule Public Toilet Plan (2023) has as an action to investigate the opportunity of making the Diamond Village Shopping Centre toilets accessible to the community. This action has been undertaken as research for Diamond Village 2041 and it has been determined that the existing toilet block is in an unsafe and inconvenient location to provide a public toilet facility, noting:

- It is on the far side of the car park and shopping centre to the park and close to only one of the commercial premises, which is currently vacant.
- It is located away from any public surveillance, which creates safety issues.

The preferred location for public toilets is at the interface of Delta Reserve and the car park. At this location, the facility would be convenient to both patrons of the park and shopping centre, particularly if clearer pedestrian linkages are provided between the shopping centre and the park.

The range of shops and services needs improving

The community engagement indicated that residents regularly visit the shopping centre and surrounds. Further, the centre certainly appears important to satisfying a range of daily needs, with many respondents visiting the centre to shop. However, there was a strong message in the community feedback that the shopping centre does not provide a sufficiently wide variety of retail and other services. For example, only 9% of respondents to the survey clearly stated that the shopping centre offers enough shops and services to meet community needs. This sentiment was commonly expressed and expanded on in the other forms of feedback.

Whilst respondents spoke highly of the bakery and other existing eateries, the feedback particularly complained about the lack of a dedicated café at the centre and a wider range of venues to sit down and enjoy a meal and/or drink. There was generally a sentiment that a proper café would bring some vibrancy and help attract visitors to the centre.

There was also community feedback supporting other forms of shops and services, such as a wider range of fresh food retail outlets, a post office and a GP or medical centre. There was particularly support for a post office from elderly residents, a number of whom expressed the importance of this service for paying bills.

More broadly, the shopping centre appeared to lack activity at key times in the day. The lack of activity is exacerbated by three of the shops currently being vacant, including the prominent site that faces Nepean Street. Community feedback indicated that, during its time as a VicRoads office, this latter site acted successfully as an anchor for the centre and the centre was much busier.

Activity centre planning does put emphasis on a successful centre providing clear opportunities for community members to meet in a café or restaurant style setting. However, the planning scheme does not give Council the ability to direct particular land uses, such as a café or a particular anchor, to move to a shopping centre. There are though other opportunities for Council to more indirectly encourage a particular use or a preferred diversity of uses. For example:

- Through provisions in the scheme, which cannot mandate but can encourage particular uses, discourage inappropriate uses and support commercial vitality generally.
- Through streetscape works which often promote types of economic activity important to a NAC. An example is that improvements to widen footpaths can support cafes and other eateries to establish and flourish.
- Council's economic development strategies and policies. For example, Council is preparing a communication strategy to increase the awareness of neighbourhood and local activity centres through social media.



The physical condition of the shopping centre is very poor

The existing physical condition of the shopping centre is very poor. The reason is that little appears to have been done to significantly refresh the building since its construction.

Community dissatisfaction with the appearance and condition of the shopping centre was very evident in the engagement feedback. A high number of residents described the look and physical state of the centre with negative language, such as drab, tired, messy and poorly cared for.

Certain issues that are particularly evident, include:

- The arcade has issues of safety and maintenance, such as cracked tiles, a broken door, poor lighting and a tiled slope.
- The rear (west side) of the premises presents very poorly as it is an extensive and highly visible back of premises area comprising loading bays, rubbish bins and other infrastructure (e.g. piping).



FIGURE 9. The western side (rear) of the shopping centre

- The north and south ends of the shopping centre present unattractive frontages to the local street network, particularly due to large expanses of under-utilised pavement and on the southern end, a large brick wall and largely disused garden area.



FIGURE 10. The south end of the shopping centre

- The north end provides commercial frontage to the street, but the quality of this frontage is significantly undermined, not only by the expanse of bare under-utilised pavement, but also by the presence of the existing toilet block. The toilet block particularly undermines views from the north because it has bars across its doors and is a visually prominent building when approaching the shopping centre from the north-west.
- Different areas of footpath don't align with each other. In front of the shops facing the main car park, there is a slight height difference in the footpath under the awning and outside of the awning.



FIGURE 11. The existing toilet block

These were all issues highlighted in the community feedback to the first round of engagement and supported by Council's own assessment.

There are gaps in the planning framework for the NAC

The shopping centre is within the Commercial 1 Zone (C1Z) of the Banyule Planning Scheme. This is a generic zone typically applied to medium and small sized commercial areas across the state and its purpose is to create vibrant mixed use centres and to provide for residential densities complementary to the role and scale of the commercial centre. Also within the planning scheme, there is some broad, general support for improving the commercial viability of Banyule's NACs at Clause 11.03-1L-01 (Activity Centres) of the Planning Policy Framework.

However, there are gaps in this planning framework for the Diamond Village NAC:

- None of the existing provisions, such as the C1Z, apply urban design provisions tailored for the centre. For example, there is no maximum building height limit for the centre, or guidance regarding setbacks, wall heights and the exterior look of buildings.
- The support for commercial viability at Clause 11.03-1L-01 is very high level and brief. It does not provide any guidance specific to Diamond Village, such as promoting particular uses (e.g. café or anchor tenant).

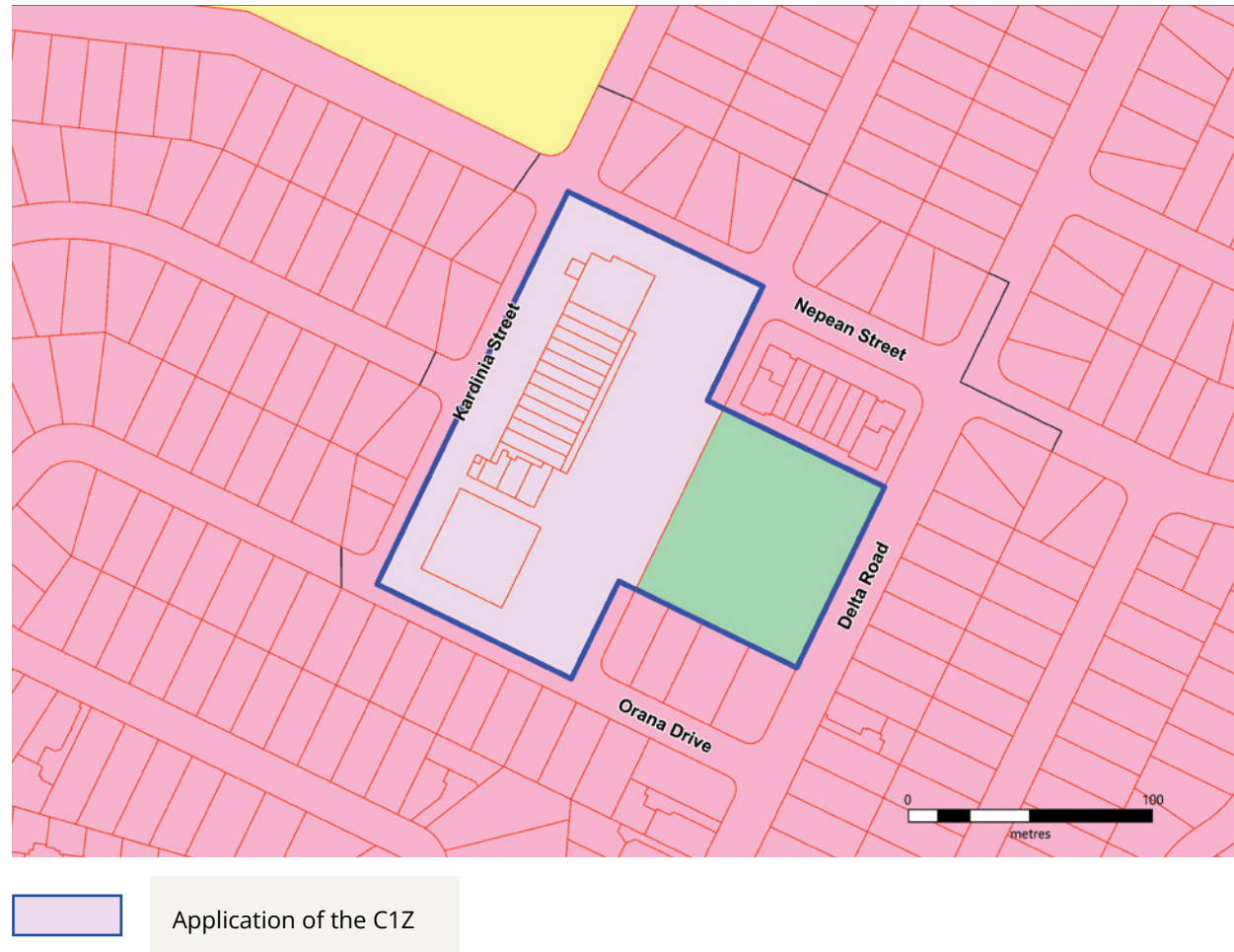


FIGURE 12. Zoning map of the shopping centre



Provide more housing choice

One of the key approaches to support the economic success of an activity centre is to promote a suitable level of medium density housing on and around the centre. For the Diamond Village NAC, promoting apartments above the shopping centre would have two clear benefits:

- It would stimulate economic activity in the centre, which would support the growth of a stronger and more diverse retail offering.
- It would provide additional public surveillance over all angles in the centre, which would add to public safety and confidence in using the centre.

There are some features of the centre which could particularly support apartment development, including:

- There is significant space on the western side of the shopping centre, which could potentially be used for a portion of the car parking space and providing for other needs of the housing, such as access.

- The shopping centre does not abut any residential houses which is expected to significantly reduce any impacts on the surrounding residential area.

Council held discussions with members of the public at the pop-up sessions and community tours regarding having medium density housing above the shopping centre and these discussions indicated considerable support for this type of housing as a means to improve the activity and vibrancy of the centre. In terms of an appropriate scale of development, the responses generally supported a maximum building height of approximately 3 to 4 storeys, with some supporting lower development and some higher.

Balancing community feedback and planning policy, an optimum maximum building height for the shopping centre is considered to be 4 to 5 storeys. It would provide 3 to 4 storeys of housing development above the shopping centre, which would be a considerable increase in medium density housing for the NAC and provide significantly more activity. However, it is still only a modest increase, noting:

- It is considered the lowest maximum building height limit that would likely be entertained by the State Government, which in support of its Housing Statement (September 2023) has been supporting increased building height limits as an approach to increasing the potential supply of housing in Melbourne.
- It is not a significant increase beyond the 3 storey maximum building height limit of surrounding residential land.

In terms of the broader residential catchment for the NAC, Council's Housing Strategy (August 2024) is particularly relevant. This document specifies where Council plans for housing growth in the municipality and particularly plans for growth in proximity to railway stations and major centres. Reflecting its closer distance to Watsonia Railway Station, residential land west of Delta Road is defined as an increased change area where a greater level of infill development (e.g. townhouses, units and some low-scale apartments) will be encouraged. This change will provide additional activity and demand for the Diamond Village NAC.

The NAC and surrounds are exposed to climate change

The expected effects of climate change for metropolitan Melbourne are significant and examples include increased incidence and severity of flooding and heatwaves. Further, the hotter weather is expected to be exacerbated in the urban environment due to the Urban Heat Island Effect (UHI), where surrounding built form (buildings, roads, pavements etc) absorbs and then emits heat.

The following map plots the expected impact from UHI in vicinity of the Diamond Village NAC:

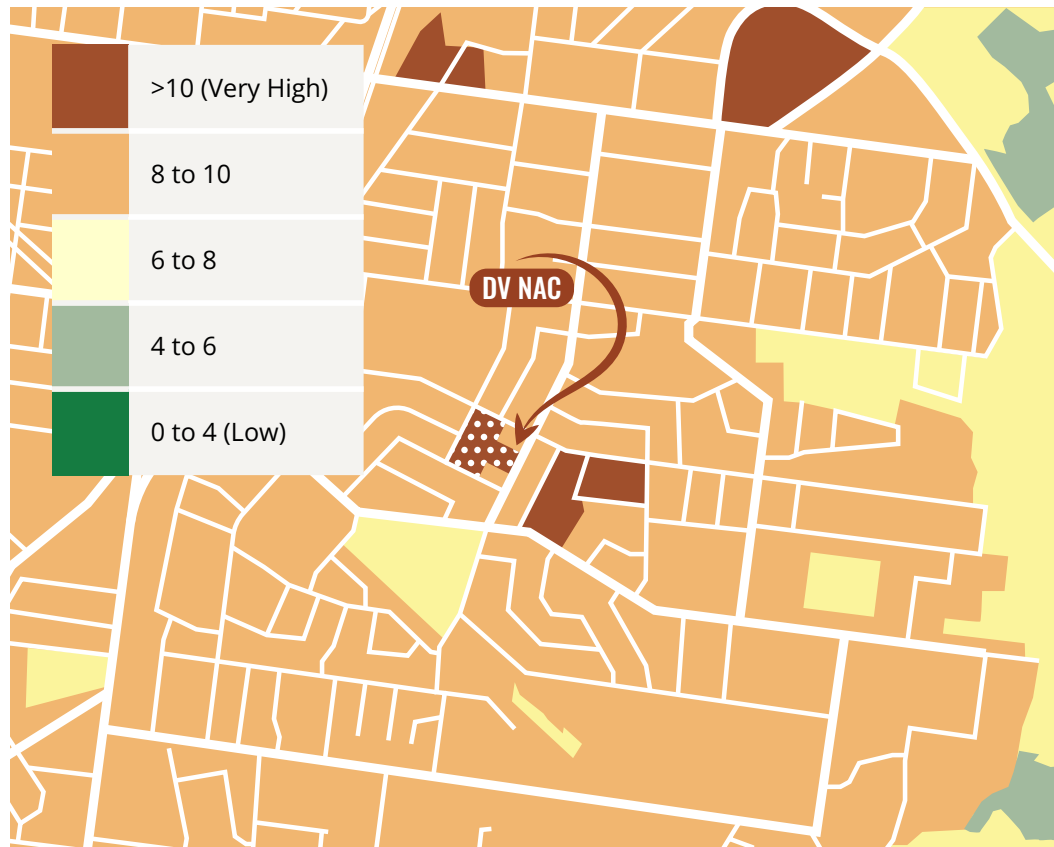


FIGURE 13. Expected impact of UHI on Diamond Village NAC and surrounding area

It can be seen from this map that the Diamond Village NAC is expected to experience the highest rate (>10) of impact from the UHI, as is a residential area close to the east of the centre. More generally, most of the land within approximately 1 kilometre of the Diamond Village NAC is expected to experience a high level (8 to 10) of impact from UHI.

The expected high to very high impact from UHI is likely due to certain factors, such as:

- The elevated position of land in and around the NAC, where the topography will provide less shade from the northern sun.
- A lack of substantial street trees to provide shade, compared to more established areas such as Eaglemont and Ivanhoe.

That the centre is susceptible to hot weather is borne out in the community feedback. For example, in the strong message that more shade is needed at Delta Reserve.

A further threat associated with climate change for the Diamond Village NAC is that of flooding. The Banyule Planning Scheme maps the risk from flooding due to drainage not coping with heavy rainfall events. The scheme currently identifies that this threat exists for part of Orana Drive on the southern edge of the NAC.

Delta Reserve is highly successful, but needs improvements

Delta Reserve is a Neighbourhood Park and a key objective of the park is to cater for the needs of a range of different age groups and to provide a safe and comfortable environment for people to meet and socialise in an outside setting. To this end, the park was redeveloped in 2019 to provide a range of improvements, particularly to include new playground equipment and install a child's learn to ride facility.



FIGURE 14. Playground at Delta Reserve

The community feedback strongly endorsed the redevelopment of Delta Reserve as having created a highly cherished and popular local park. It appears the community particularly appreciates the learn to ride facility.



FIGURE 15. Learn to ride facility at Delta Reserve

However, the community also indicated that certain issues are currently affecting the intended use and safety of the park, particularly:

- The park is quite exposed to the elements due to inadequate shade and shelter. This appears to particularly limit use of the park in warm weather, as playground equipment becomes too hot to use.
- The park does not sufficiently support social gatherings. The lack of toilets, shade and shelter are all relevant to this, but also that there are no BBQ facilities.
- The design of the park, particularly the playground, is too restrictive in terms of the range of users it caters for. For example, the range of playground equipment does not sufficiently cater for toddlers and older children.
- The pedestrian access points into the park have not been sufficiently designed to prevent children running onto the surrounding car park and road network.

Movement around the centre is compromised

There are barriers to safe and easy movement for pedestrians between different locations in the NAC. A key barrier is that there is no designated pathway between Delta Reserve and the shopping centre. This is particularly concerning given that a high portion of people walking between the shops and the park are expected to be children and young people, accompanied or unaccompanied.

Clear and safe pedestrian access should be provided across the car park. Not only is this important from a safety perspective, but it will have other benefits, including to:

- Promote business for the shopping centre from patrons of the park.
- Raise the profile of Delta Reserve as a positive feature of the centre.

The need for other improvements to the car park have been identified, particularly the need to:

- Better manage the movement, speed and parking of vehicles.
- Provide a safer interface between the car park and the eastern edge of the shopping centre, particularly to protect pedestrians when walking along the eastern edge of the shops.
- Provide lighting in the car park.
- Design the configuration of parking bays in vicinity of Delta Reserve to better protect the safety of children getting in and out of cars when visiting the park.
- Reduce the large visual expanse of bitumen, for example, by using carefully placed vegetation.
- Consider a location for charity bins that does not obstruct a footpath.

In addition, the community provided feedback that access from the car park into the road network, particularly onto Orana Drive, could be better directed by the car park's design to limit the extent to which traffic turning left into Orana Drive is pushed into the centre of the road.

While the ease of parking was a popular feature of the NAC, there was also community feedback that the car park is excessive in size for the needs of the NAC and space can be sacrificed for improvements to the centre. This is certainly supported by Council's research to date and it considered that it allows improvements to be proposed, such as:

- Providing designated pedestrian links between the shopping centre and Delta Reserve.
- A wider footpath along the eastern edge of the shops, potentially with more seating area.
- Trees and garden beds with Water Sensitive Urban Design (WSUD).

Council also received community feedback regarding limitations outside the car park on safe movement through the centre, including:

- There is no dedicated pedestrian access along the western side of the shopping centre.
- A number of paths have issues due to slope, narrow width, competing uses, lack of maintenance and exposure to the elements.

Movement to and from the centre has issues

Supporting access to the NAC includes considering improvements required to the road and footpath network leading to the NAC, particularly for pedestrians and cyclists.

Council's research, including considering community feedback, has identified that the neighbourhood has a well-developed footpath network that promotes people to walk and cycle to the centre. The results of the engagement indicated a high number of people are accessing the centre by walking.

However, parts of the surrounding local road network do present issues that do not sufficiently support walking and cycling to the centre. These issues and their locations are outlined in the following table:



Section of Local Road Network	Issue
Elder Street and Delta Road, particularly certain intersections of each	These are two collector roads which intersect just to the south-east of the NAC. Community feedback has expressed concern that traffic moves too fast on these roads and is a danger to cyclists and pedestrians. Concern has been particularly expressed regarding the intersection of the two roads, which is managed by a roundabout. An example of community feedback on this intersection is "difficult to cross safely due to the high volume of traffic and low visibility". Council officers noted that at this intersection traffic approaches from various directions and is quite fast moving, which presented an issue when crossing with children from the Delta Road Pre-school. Another location on Delta Road that was particularly mentioned in feedback is the intersection of Delta Road and Nepean Street, which is on the corner of the NAC. Community feedback expressed concern at the speed of traffic at this intersection and requested a pedestrian crossing.
Nepean Street along the north-side of the NAC	Community feedback expressed concern at the lack of a pedestrian crossing on Nepean Street, opposite 13/78 Nepean Street, to protect pedestrians entering the NAC from the north. One aspect highlighted regarding this problem is that cars park in front of kerb ramps that could be needed by people with prams or with a disability. It is also noted that students from Greensborough College approach the NAC from this direction.

The centre should be better promoted and more visible to the local community

The community commonly provided feedback that the centre is not sufficiently visible in the local area. A key issue creating this problem appears to be that the centre currently only provides active frontages east to the car park and has little engagement with the surrounding street network. Further, the community commented that there is a lack of signage in the area promoting the centre.

To function as a successful NAC, it is fundamentally important that the centre is visible and known to the local community. Whilst certain responsibility for promoting a shopping centre lies with traders, Council can assist by:

- Its economic development policies and strategies to support local centres.
- By placing additional signage, such as wayfinding signage, in the surrounding street network to promote awareness of and easy access to the centre.

- Bringing people into the centre by encouraging additional housing at the NAC (e.g. as apartments).
- Better integrating the various elements of the centre, for example Delta Reserve and shopping centre, so that there is better community awareness of and access to all the centre has to offer.

Access to public transport needs improving

The closest railway station is Watsonia Railway Station, which is located approximately 760 metres to the west, on the far side of the NEL.

The Diamond Village NAC is serviced by one bus route, which is Route No. 514. This travels between Eltham, Greensborough Shopping Centre, Diamond Village Shopping Centre, Watsonia Shops, Rosanna Shops, Heidelberg (Burgundy Street) and then travels west along Bell Street.

The closest bus stop for Route No. 514 to the Diamond Village NAC is the east side of Delta Reserve and the route provides 29 weekday services. From the engagement, Council received feedback that the bus stop is somewhat distant from the shopping centre and perhaps would be better placed in the shopping centre car park. However, Council's research indicates it would not be beneficial for the bus stop to be in the car park, due to the space this would require and the associated limitations and constraints it would set for the use and future improvements to the car park. As an alternative, the enhanced pedestrian connections across the car park, which are proposed by Diamond Village 2041, will give pedestrians a safer and more convenient route to the bus stop without needing to bring buses into the centre. Further, this approach aligns with making the centre a more pedestrian friendly space, rather than more vehicle focused.

The NEL offers opportunities to improve bicycle and pedestrian linkages between the Diamond Village NAC and Watsonia Railway Station. The NEL will deliver a bridge with a Shared Used Path (SUP) across the NEL at the western end of Elder Street, which is just across from the railway station. The following image, taken from the State Government's NEL website, is an artist's impression of the bridge with a short description:

Elder street landscaped bridge, with wide walking and cycling paths along both sides and less cars and trucks on Greensborough Road. View facing east.



FIGURE 16. Artist's impression of proposed Elder Street bridge over the NEL (source: NEL Project)

The bridge shown in Figure 16 will be accessible by a SUP to be constructed along the east side of NEL and which will also be accessible from the western end of Nell and Nepean Streets. This linkage of NEL to Nepean Street is particularly strategic for the Diamond Village NAC, as the street abuts the NAC. It will be important to ensure linkages for pedestrians and cyclists are protected and enhanced between the NAC and the proposed SUP feeding into and crossing the NEL adjacent to the railway station.



There is already capacity to support community services in the area

A number of community members expressed a wish for the establishment of one or more community facilities or services in the NAC. For example, for the establishment of a library, a youth centre or a community meeting hall. To provide best value for residents' rates, Council's Community Infrastructure Plan emphasises the need to look for opportunities to service a need with existing infrastructure. In relation to the requests outlined above for the Diamond Village NAC, Council's research has not found justification at this point to provide additional community meeting facilities or similar, noting:

- There already is a library, community hall and neighbourhood house at, or close to, the Watsonia NAC.
- There are significant public buildings nearby the NAC, which could potentially be used by the community for meeting spaces or similar.

While this strategy does not recommend purpose-built community infrastructure in the Diamond Village NAC, it does propose a number of actions that will in other ways support services and facilities with a community perspective or function in the NAC. For example:

- To improve the range of shops and services, will encourage further uses with a community aspect to relocate to the centre, such as a medical centre.
- The establishment of more people living in and nearby to the NAC may result in making viable and justifying additional community infrastructure for the centre in the future.
- The proposed urban design improvements detailed in the Framework Plan will support people to meet and interact within the centre.

Planning for the centre should respect its local character

As outlined above, the community has voiced dissatisfaction with elements of the Diamond Village NAC, particularly the lack of choice in shops and services and the poor appearance of the shopping centre. However, there is also a strong message that future development of the NAC should not lose its local character and focus.

Residents particularly expressed a view that Diamond Village NAC should not be over-developed and become similar to the Greensborough Major Activity Centre (MAC). Many people commented that a centre the size of Greensborough is too large, not easily accessible and does not suit the quiet residential area in which the Diamond Village NAC is located.

The position of State and local planning policy is that Diamond Village continue to be planned as a Neighbourhood Activity Centre and not be developed into a Major Activity Centre, which is a significantly larger type of centre to Diamond Village. This approach is supported by this plan which proposes no increase in the size of the Diamond Village NAC and proposes a maximum building height limit where none currently exists. Further, the plan's vision, objectives, actions and strategies below articulate the need to reflect the character and role of the Diamond Village NAC.

Part 3: A 15 Year Plan





Vision

Diamond Village is a vibrant and inclusive hub at the heart of its community — a welcoming, safe, and accessible place for all.

Local residents and students can easily walk or cycle to a shopping centre that offers a high-quality mix of retail and hospitality businesses. The centre is seamlessly connected to Delta Reserve and enhanced with improved local facilities, including a barbeque area and public amenities. Its open spaces showcase innovative, water-sensitive and biodiversity-focused landscaping, complemented by generous canopy trees that provide shade and promote environmental sustainability. A diverse range of housing options in and around Diamond Village has attracted more people to the area, adding vibrancy and diversity to the local community. Together, these elements create a lively, resilient, and future-ready centre that reflects the character and aspirations of its community.





Objectives, Strategies and Actions

The following section provides objectives, strategies and actions to implement the vision. A number of the actions are also presented visually in the Framework Plan at the end of the document.





Objective One

Establish the centre as a key local destination offering a diverse mix of everyday shopping and services, complemented by vibrant social spaces that encourage community interaction and a strong sense of place.



Strategies

1. Support a diverse and resilient retail mix

Encourage a balanced range of everyday retail and essential services, including cafés and an appropriate anchor tenant, to strengthen the centre's role as a community hub.

2. Respond effectively to specific local needs for community infrastructure

Encourage the flexible and agile provision of community facilities to respond to any clear community need, particularly by maximising use, accessibility and performance of existing infrastructure to meet community needs.

3. Activate the centre through placemaking and events

Use Council-led initiatives such as markets, performances and community activities to enhance vitality and attract visitors.

4. Increase community awareness and engagement

Promote the centre through Council's business communication channels and local marketing campaigns.

5. Integrate public art and creative elements

Explore opportunities for murals, feature façades, and art installations to enliven blank walls and reinforce local identity.

6. Upgrade public realm for amenity and functionality

Improve Council-managed paved areas at the north and south ends of the shopping centre with landscaping, seating, and shade to create inviting spaces for gathering (see Framework Plan).



Actions

1. Encourage business participation in streetscape upgrades

Work with existing and prospective businesses to leverage opportunities created by public realm improvements, such as more outdoor dining.

2. Include the centre in Council's business communication strategy

Ensure Diamond Village Shopping Centre is featured in Banyule's proposed business engagement and promotion initiatives.

3. Improve wayfinding signage

Update directional and centre signage within the surrounding road network to enhance visibility and accessibility.

4. Deliver public realm enhancements

Add seating and landscaping to Council-managed paved areas to improve comfort and usability (see Framework Plan).

5. Implement shopfront improvement program

Explore grants or incentives for façade upgrades to create more attractive and cohesive shopfronts.

6. Support shared use of facilities for community needs

Explore opportunities to share existing facilities, such as the significant facilities at Greensborough College, to respond to any specific local needs for community infrastructure.





Objective Two

To be a vibrant and attractive centre, which reflects the preferred character for the area, whilst still suitably growing and diversifying to serve the community.



Strategies

1. Apply high-quality urban design principles

Ensure redevelopment of the shopping centre meets design standards that respect local character, including modest building heights of 4 to 5 storeys* and activation of underutilised areas such as the western edge.

2. Encourage mixed-use development and apartment living

Support residential opportunities above the shopping centre within height controls to increase local activity and passive surveillance.

3. Enhance public spaces and community amenities

Upgrade Delta Reserve and other public spaces to improve safety, functionality, and inclusivity for all ages and abilities.

4. Strengthen sense of place and identity

Use cohesive materials, colours, and street furniture that integrate with the surrounding context and reinforce the centre's character.

5. Promote inclusive design for all users

Ensure built form and public realm improvements respond to the needs of children, young people, older adults, and people with disabilities.

6. Incorporate green and artistic elements

Soften built form through landscaping, green walls, balcony gardens, and integrate public art and murals to create visual interest.

7. Support revitalisation of retail and arcade spaces

Support businesses to improve the internal amenity.

8. Support shopfront improvements

Encourage upgrades that enhance visual appeal and contribute to a vibrant streetscape.

*The proposed maximum building height limit for the commercial area is described here as "modest" given a 3 storey height limit is already applied to surrounding residential land.



Actions

1. Expand Delta Reserve

Extend the park into the car park area to improve connectivity and increase green space (see Framework Plan).

2. Deliver Delta Reserve upgrades

Improve Delta Reserve with amenities such as BBQ and improved picnic facilities, additional play opportunities, upgraded basketball area, safer access as well as more vegetation.

3. Provide new toilet block with landscaping

Include paths and garden beds to integrate the toilet with the public realm (see the Framework Plan for an indicative location of the toilet).

4. Public realm upgrades to shopping centre and car park

Upgrade the public realm in and around the centre including creating a safe walkway linking Delta Reserve and shops, safer and efficient parking, wider footpaths with gathering opportunities, safer crossings at the north-west corner, improved landscaping and a new path along Kardinia Street as well as additional trees and garden beds.

5. Implement shopfront improvement program

Explore opportunities for façade upgrades and activation.

6. Amend the Banyule Planning Scheme

Progress changes to support the vision and objectives for the shopping centre, including desired built form and landscaping outcomes.

7. Improve maintenance standards

Review rubbish disposal and repair protocols for Council-managed land.



Objective Three

To be integrated with the surrounding local road network and highly accessible for the local community, particularly by walking, cycling and other forms of sustainable transport.



Strategies

1. Prioritise active transport safety and connectivity

Upgrade the surrounding road network and precinct design to deliver safe, direct, and comfortable walking and cycling routes, consistent with Movement and Place principles.

2. Strengthen public transport integration

Improve access to bus and train services to ensure the centre is well-connected to metropolitan Melbourne and supports mode shift away from private vehicles.

3. Simplify internal traffic circulation and reduce conflict

Redesign internal vehicle movement to minimize through-traffic, reduce speeds, and prioritize pedestrian comfort and safety.

4. Implement shared zones and raised priority crossings

Introduce shared zones and raised pedestrian/cyclist priority crossings in strategic locations to create a low-speed environment that supports safe interaction between all modes.

5. Enhance sustainable transport amenities and connections

Provide bike parking and wayfinding to encourage walking, cycling, and public transport use.



Actions

1. Advocate for improved bus services

Work with State Government and operators to optimise bus routes.

2. Upgrade key intersections for safety

Improve Delta Rd/Elder St and Delta Rd/Nepean St intersections to enhance pedestrian and cyclist safety and reduce vehicle speeds.

3. Install pedestrian priority crossings on Nepean Street

Deliver raised crossings at Nepean Street/Kardinia Street corner to improve safety for pedestrians. (see Framework Plan for indicative location)

4. Create cycling connections to Watsonia Station

Provide bicycle facilities linking the centre to the train station, consistent with Banyule Bicycle Strategy Action Plan.

5. Widen footpaths along key edges

Increase footpath width on the eastern edge of the shopping centre to improve pedestrian comfort and accessibility.

6. Deliver shared zones and raised crossings

Implement these features in strategic locations to create a calm traffic environment and prioritise vulnerable road users.

7. Upgrade sustainable transport amenities

Install bike racks and wayfinding signage to support active and public transport use.

8. Design welcoming gateways

Incorporate landscaping, signage, and lighting at entry points to improve visibility and sense of arrival.





Objective Four

Create a cohesive and well-connected centre where public spaces, transport, and land uses are seamlessly integrated to enhance accessibility, safety, and user experience



Strategies

1. Strengthen pedestrian and active transport connectivity

Deliver safe, direct, and accessible links between key destinations (shops, parks, car parks, and transit stops) to encourage walking and cycling.

2. Enhance wayfinding and legibility

Provide clear, consistent wayfinding throughout the centre and its surrounds to improve navigation and support intuitive movement.

3. Improve safety and amenity through lighting

Use well-designed lighting to enhance visibility, comfort, and security across public spaces, ensuring the centre is welcoming at all times.

4. Integrate land uses and public spaces cohesively

Coordinate the design of buildings, open spaces, and streetscapes to create a unified identity and seamless transitions between different elements of the centre.

5. Create inviting and functional public spaces

Incorporate landscaping, seating, and shade to encourage social interaction and provide comfortable, attractive gathering areas.



Actions

1. Deliver a dedicated pedestrian walkway

Construct safe, direct pedestrian links between the shopping centre and car park to improve connectivity and reduce conflicts with vehicles. (see Framework Plan)

2. Upgrade footpath infrastructure

Widen footpaths along the car park–shopping centre interface to improve pedestrian comfort and accessibility. (see Framework Plan)

3. Implement precinct-wide lighting upgrades

Install lighting that meets Banyule Lighting Guidelines (2024) to ensure clear visibility and safe movement throughout the NAC.

4. Install wayfinding signage

Incorporate signage as part of public realm upgrades, following the Banyule Wayfinding Management Plan & System (2024) for consistency and clarity.

5. Introduce cohesive design elements

Use consistent materials, finishes, and landscaping treatments across public realm upgrades to create a unified visual identity.

6. Activate public spaces with amenities

Add seating, shade structures, and greenery in key gathering areas to improve comfort and encourage social interaction.

7. Integrate land use and transport planning

Ensure new developments and upgrades consider proximity to public transport and pedestrian routes to support accessibility and reduce car dependency. In particular, support linkages from Diamond Village NAC to key pedestrian/cycling linkages across the NEL to the railway station.



Objective Five

To be resilient to the impacts of climate change



Strategies

1. Promote sustainable urban cooling

Implement vegetation buffers, increase dense canopy coverage for shade and thermal comfort, and integrate blue-green infrastructure (e.g., rain gardens, wetlands, green walls and permeable pavement) to reduce heat island effects.

2. Embed nature-based solutions in urban design

Incorporate urban greening, habitat creation, and water-sensitive urban design (WSUD) principles into all new developments and public realm upgrades.

3. Expand and diversify urban tree canopy

Increase canopy coverage and species diversity to mitigate heat, improve air quality, enhance biodiversity, and meet municipal canopy targets.

4. Ensure climate-responsive development standards

Require new developments to achieve high benchmarks in environmentally sustainable design (ESD), including energy efficiency, water conservation, and waste minimization.

5. Integrate circular waste management practices

Embed waste reduction, recycling, and resource recovery strategies into planning for new residential and mixed-use developments.

6. Enhance local biodiversity through planting design

Use locally appropriate and climate-resilient species in landscape palettes to support native flora and fauna and strengthen ecological networks.



Actions

1. Incorporate WSUD in public realm upgrades

Design tree pits and garden beds to support healthy tree growth, capture and filter stormwater runoff and improving water quality.

2. Maximise permeable surfaces

Use permeable paving and landscaping wherever feasible to retain water in the landscape and recharge groundwater.

3. Expand street tree planting programs

Prioritise planting along key walking and cycling routes to provide shade, improve comfort, and encourage active transport.

4. Protect and retain mature trees

Safeguard the existing canopy trees for their cooling, shading, and biodiversity benefits.

5. Integrate green infrastructure in all new private and public developments

Include WSUD features such as rain gardens, bioswales, and green roofs in new developments to manage stormwater and enhance resilience.

6. Encourage low-embodied carbon materials

Where feasible, prioritise the use of low-embodied carbon, recycled or sustainably sourced materials in public realm works and encourage similar approaches in private redevelopment within the NAC.

The Framework Plan

The following Framework Plan spatially identifies key improvements that Diamond Village 2041 recommends to the Diamond Village NAC through its strategies and actions

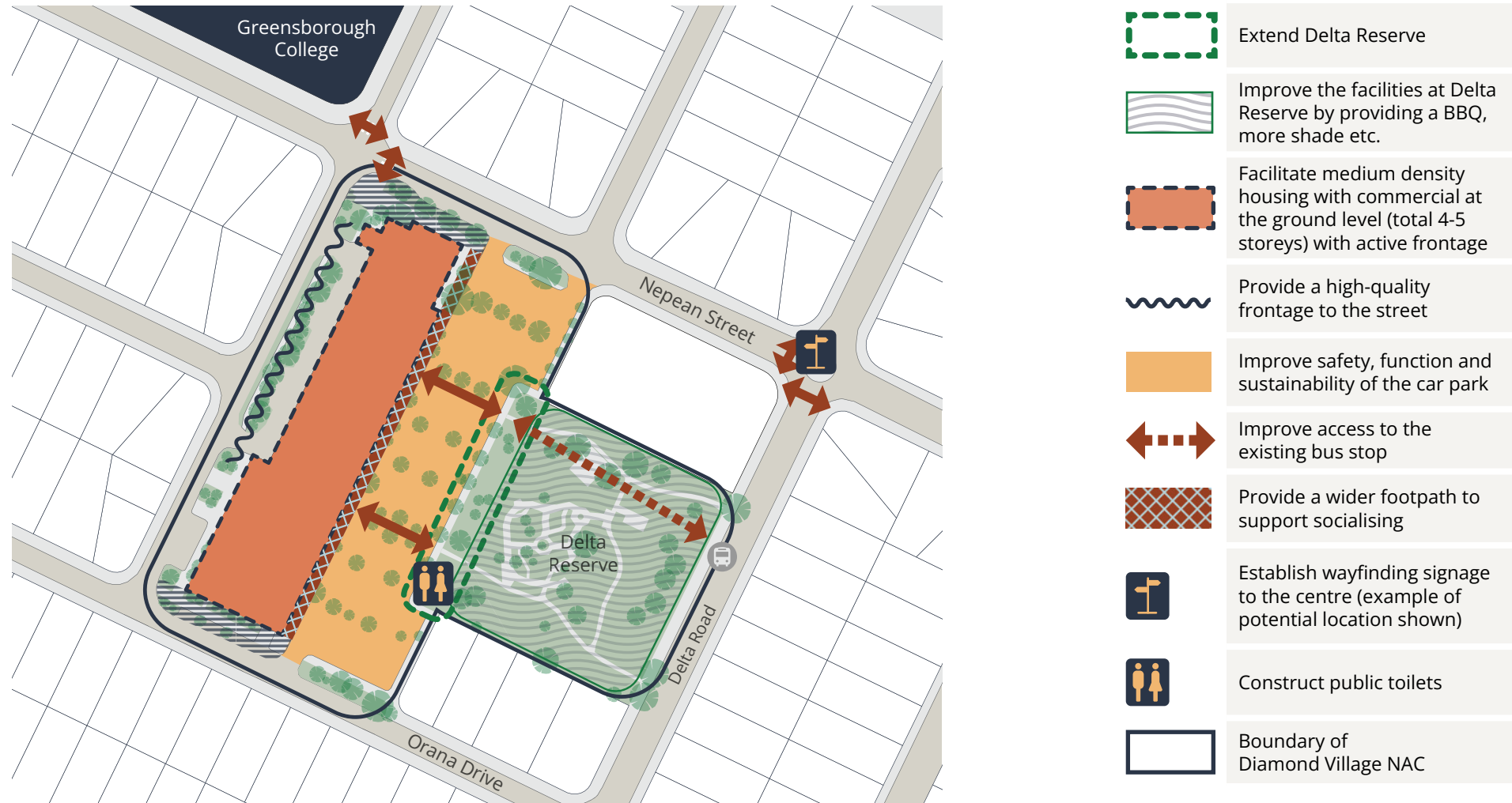


FIGURE 17. Framework Plan for Diamond Village NAC

