
From: Geoff Leach

Sent: Tuesday, 2 August 2016 11:35:02 AM (UTC+10:00) Canberra, Melbourne, Sydney

To: CoM Meetings

Subject: Submission for FMC agenda item 6.1 Melbourne Metro Rail Project

Please find submission for FMC agenda item 6.1 Melbourne Metro Rail Project attached. I would also like to speak to it tonight.

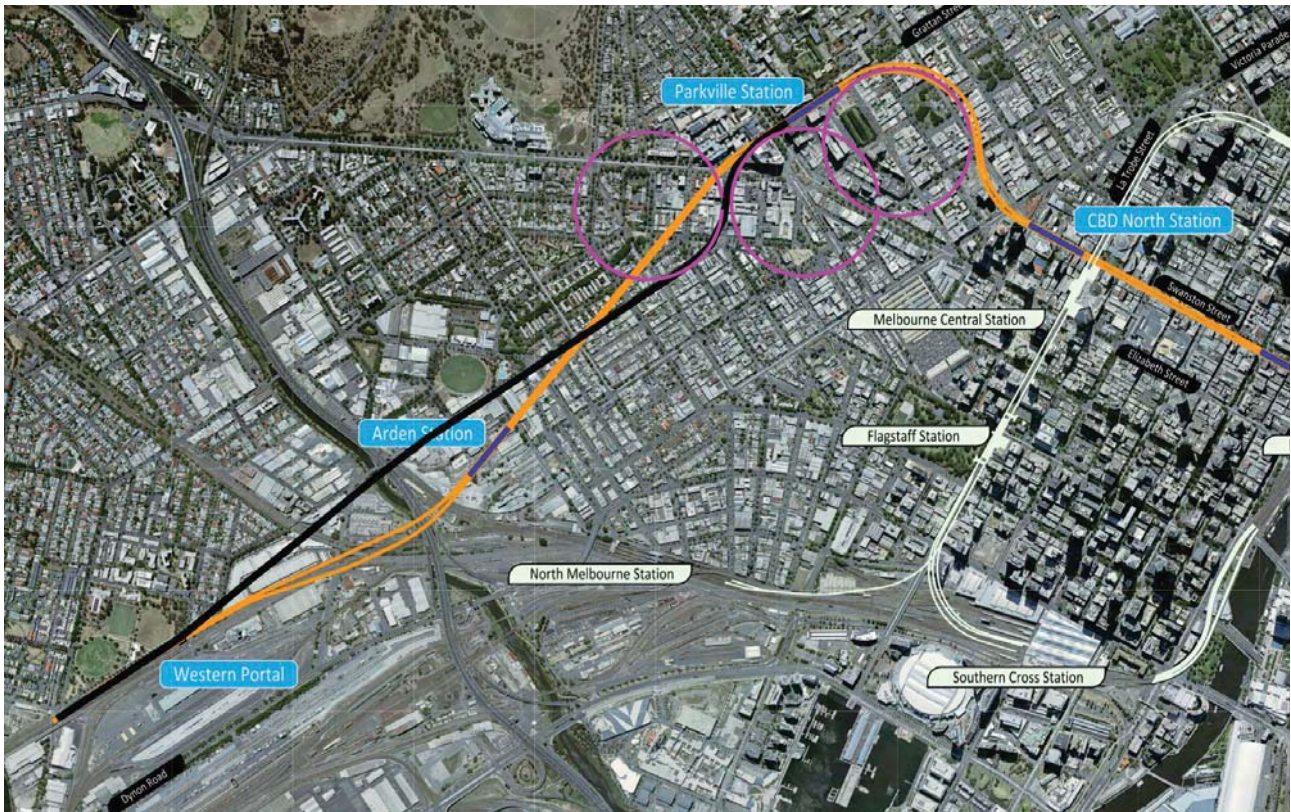
Regards

Geoff Leach

Melbourne Metro Submission
Geoff Leach
Updated 2/8/16

Alignment: North Melbourne Section

Consider an alignment primarily along/under Arden St, as shown in black heavy line below:



Arden St is 100 ft (30m) wide. That width can easily accommodate the two tunnels of approx. 7m along with 6m separation whilst keeping a horizontal distance of 5m and a diagonal distance of approx. 11m on the diagonal from properties along Arden St.

Bends are a consideration in railway lines, the pink circles in the image above show the bends involved are no tighter than those from Parkville Station to CBD North Station.

There are three main benefits

- (a) Greatly reduced impacts on properties. Far few properties affected by development restrictions.
- (b) Greater tunnel depths. The proposed alignment goes under a low area in North Melbourne near Errol St and Courtney St. In doing so the vertical separation under some houses is as little as 10m. Arden St is considerably higher, by around 5m (estimated). Thus the vertical separation would be increased. Noise, vibration and potential damage to Victorian houses with bluestone foundations would be reduced.
- (c) Reduced compensation claims.

Contour map showing Errol St and Courtney St intersection is lower than Arden St by about 5m.

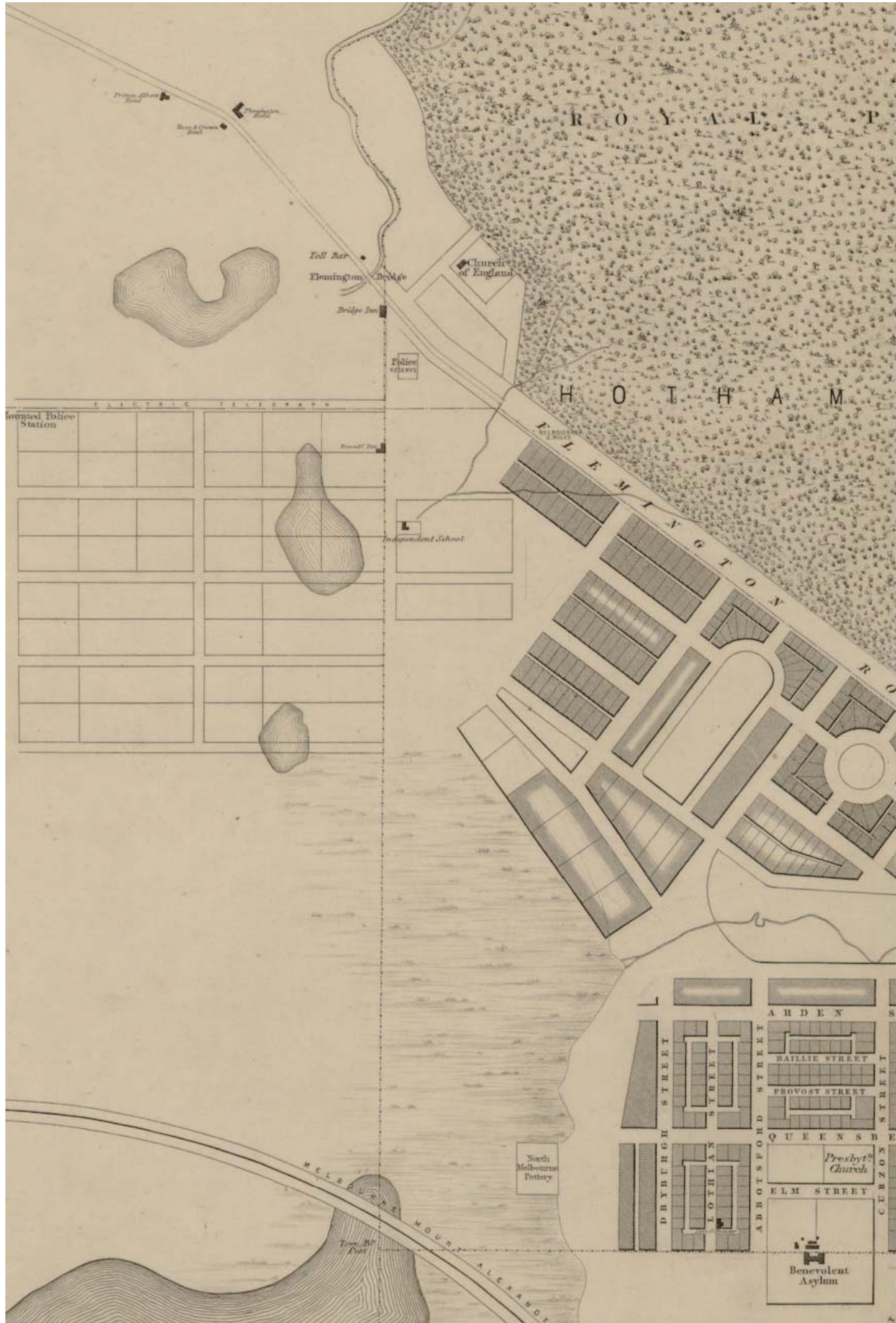


Arden St Station – Chain of Ponds Park

Consider moving Arden St station to be on Arden St itself instead of in the middle of the Arden Sidings area. Then on completion of the Melbourne Metro the area can become a much needed parkland, open space, wetlands and active recreation area for the existing and dramatically increasing number of residents in North Melbourne, West Melbourne and Kensington. This area could be called Chain of Ponds Park, in recognition of the original name and state of Moonee Ponds Creek.



1855 map showing 'chain of ponds' and West Melbourne swamp to south.



For Consideration

Geoff Leach
2/8/2016

Name: * Lesli Berger

Email address: * lberger@fivex.com.au

Contact phone number (optional): 0411501600

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 2 August 2016

Agenda item title: * 6.2 Opportunities for Elizabeth Street South

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Fivex is the owner of Carlow House and 276 Flinders Street.

As a result our properties are the vast majority of the street frontage facing Elizabeth Street South and will be impacted by Council's proposed changes.

While Fivex is generally supportive of Council's draft proposal there are a number of issues that have not been canvassed and I would like an opportunity to briefly address the Committee to raise our concerns and raise some ideas for consideration to further strengthen Council's proposal.

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

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Mr Mayor

I have been living on Elizabeth Street for the past 5 years and in the CBD for 15 years.

As a long term CBD resident, and this area in particular, I am writing in support of your proposed redevelopment of Elizabeth Street as outlined in the Herald Sun last week.

Elizabeth Street between Flinders and Collins Streets has been long neglected and your proposal is a much needed increase to the amenity of the Elizabeth Street, a major gateway to Melbourne. This section of the city is one of Melbourne's busiest pedestrian thoroughfares, but also one that suffers from litter, homelessness (another problem the council needs to increase resources to address), violence and is just generally an unattractive and neglected space.

The trams on Elizabeth Street between Flinders and Collins Streets are the noisiest in the CBD. Any redevelopment of the Elizabeth Terminus should include taking out the bend on the northbound section as while only small this causes significant screeching. With a better planned stop the track could be easily straightened.

Further, the noise from the trams on Elizabeth Street between Flinders and Collins Streets has significantly increased in the past year due to:

- Deterioration of the tram tracks; including cracking of the concrete
- Poor quality tracks compared to much of the city which has a full metal track compared to Elizabeth Street where much of the track is only metal on one side and concrete on the other
- Metal fittings are loose and of poor quality which cause them to rattle very loudly and piercingly
- Increased size and frequency of trams

In discussions with Yarra Trams they are not prepared to conduct material maintenance on this section of track until it understands council plans for the Elizabeth Street Terminus. These items should be considered together as much of the city tram network has been upgraded but this highly residential section has not.

Regards

Michael Hoffmann

Chair of Planning Committee and Councillors

AMENDMENT C190 – ARDEN MACAULAY

I wish to make the following submission to the FMC:

The panel recommendation and the position proposed by the officers to waive height controls for the provision of schools or 10% of the site as open space is short sighted and I consider bad planning.

The need for schools and open space in the North Melbourne without Arden Macaulay growth is obvious, and Arden Macaulay does not adequately plan for these vital pieces of community infrastructure. I believe that the Stage Government and the council have an obligation to future communities to provide better infrastructure than will be delivered by the proposed method.

To encourage unlimited building height in close proximity to schools and open space is to introduce overshadowed and windswept spaces to the areas which demand sunlight and a pleasant environment. As most of the people who will live in this area will have no private open space, all the more reason that the schools and public open space need to be large and pleasant spaces.

It is not clear if there is a threshold where the 10% open space to be traded for unlimited height would kick in. For example, if a site of 200 sq m [10 X 20 m] gave 20 sq m [5m X 4m] of open space to the City of Melbourne could this site have unlimited height?

Come on City of Melbourne, wake up! You can do a lot better than leaving it to developers to shape our city and create more soulless windswept Docklands and Southbank style suburbs. Create a new suburb which people want to live work and bring up their children in.

Regards
Angela Williams
95 Courtney St
North Melbourne

Name: * Yvonne Ericksson

Email address: * yericksson@hotmail.com

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 2 August 2016

Agenda item title: * Request to include all of Albermarle St., Kensington subject to the C190 as a residential interface street

Alternatively you may attach your written submission by uploading your file here:



[c190_albermarle_st_presentation4.docx](#) 19.10 KB .

DOCX

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(ref pg 125 Of 194 PANEL’S RECOMMENDED DDO MAP1 STREET WALL HEIGHT AND SETBACKS) and

(ref pg 126 Of 194 MANAGEMENT’S RECOMMENDED DDO MAP1 STREET WALL HEIGHT AND SETBACKS) WHICH SHOWS Little Hardiman Street as a LANEWAY.

Overall the Melbourne Planning Scheme Amendment C190 Arden-Macaulay Structure Plan Implementation has a sound basis, especially East of the Freeway where construction and change has already begun.

The fundamental issue we have is that controls have been proposed, prepared and justified in terms of broad and admirable aims, but should be experienced on a site by site basis.

It is our particular, unique, stable, residential neighbourhood area which sits on the absolute fringe of the Arden-Macaulay Structure Plan, we would like to see a common sense change.

In particular, we consider that there is a need to respect neighbourhood character in a way that allows change in a reasonable and considered way in accordance with key clauses of the state section of the Melbourne Planning Scheme. In particular Clause 15 of the SPPF which states:

Planning should achieve high quality urban design and architecture that:

- **Contributes positively to local urban character and sense of place.**
- **Reflects the particular characteristics, aspirations and cultural identity of the community...**
- **Minimises detrimental impact on neighbouring properties.**

We also note that Clause 15.01-1 of the SPPF states:

- **Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.**
- **Require development to include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context.**

Further we note that Clause 21.04-1 of the MSS states:

As the municipality continues to grow and develop, the culture and functioning of the City in twenty years time will be very different from today.

However, through these changes the characteristics of the city we value today must be retained.

This can be achieved by: targeting urban growth and development into specific areas of the City; enabling ongoing but incremental growth and development in those parts of the City needing constant renewal of their vitality, and by maintaining the existing character in valued established areas.

We wish to have the section of Albermarle Street between Little Hardiman Street and Macaulay Road be formally recognised as a “residential interface street”.

Built Form Vision

Agreeing with the MSS (Municipal Strategic Statement), which seeks to accommodate long term worker and residential growth in urban renewal areas, RATHER than in established residential areas where it seeks to largely maintain the EXISTING RESIDENTIAL CHARACTER!

We are here tonight representing our EXISTING RESIDENTIAL CHARACTER of Albermarle Street between Little Hardiman Street and Macaulay Road!

The Amendment C190 is based on this principle in the MSS and states clearly that it can be modified at sensitive interfaces with existing residential developments in this specific section of Albermarle Street, so that it does not affect the amenity of nearby dwellings.

It goes on to say that heights are performance based to protect the amenity of adjoining low scale residential areas and create safe and well scaled streets.

It appears that our section of Albermarle Street has been overlooked!

Our immediate neighbours are protected by the establishment of a residential interface street (ref p187) and the purple line opposite properties on the North West corner of Albermale and Hardiman St. Note that this purple line currently ends at Little Hardiman Street. This exposes our residences at 43-51 Albermarle Street ie the East side of Albermarle North of Little Hardiman Street.

Discussion

In previous evidence and submissions it was stated that you think it is appropriate to seek to create a new development that fits with THE HIGHLY VALUED CHARACTER of the area. Just like Albermarle street and surrounds. This can be achieved by limiting the built form so that it is NOT SO DIFFERENT to the form of the existing area and that there is a transition to taller forms.

It is important to draw a distinction between character of a district and the form of isolated buildings within it. District character is set by the predominant form of buildings.

DDO60 Built Form

Some previous submitters felt that 6 storeys (and most likely 8 given the discretion) is too high in already established stable residential areas of Kensington. We strongly agree with this.

We respectfully support urban consolidation in the Arden Macaulay precinct and can appreciate the proposed 4 to 12 storey sites, but this development should be confined to limited areas and be rejected out of hand when in close proximity to existing low rise areas such as Albermarle St.

It should be noted that the Kensington Association submitted that the 30% allowance in height is acceptable in non interfacing areas: however, it sought a much more subtle and lower approach where new development interfaces with existing residential properties like ours.

Development adjacent Heritage Buildings

Previous submitters suggested that development is a threat to the ambience and fabric of the Kensington area and that the Amendment ignores Kensington’s history and heritage.

Kensington has a long history of co existing residential and industrial uses AND there is a rejuvenation of space currently happening with small workshops next to 2-3 storey apartments.

Our Warehouse conversions from 43-51 Albermarle Street is a perfect example, blending into the Neighbour character of Kensington, whilst backing onto small workshop space.

The Amendment proposes a framework for land use and growth in our part of Kensington the scale, height and density of which is out of character with the immediate neighbourhood.

Buildings need to suit the heritage of the area and developments must be sympathetic to surroundings to protect character and heritage.

The current plan includes the following which we agree with:

SCHEDULE 63 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme as DDO63

Design objectives

Stable Residential Area

These residential areas are valued for their existing character and the important contribution this makes to the city.

In these areas limited change such as in-fill development and alterations and additions, will continue to occur so that new land use or development fits in with the existing valued character.

Below are some, but not all of the design objectives of the DD063 which can be addressed by the slight change we are proposing.

To provide for higher development that delivers identified public benefits on LARGE sites that do not interface with the low scale surrounding established residential neighbourhoods.

Being a quiet residential street that interfaces with our low scale surrounding neighbourhood , the higher development will not benefit the public.

To provide for development that steps down at the interface with the low scale surrounding established residential neighbourhoods.

The three storey warehouse conversion at 43-51 Albermarle Street adopted the height and character of the original building and fits seamlessly into the local residential and low rise commercial environment. It would be appropriate for the future development opposite to be undertaken with the same approach to height and external appearance thereby maintaining the character of the local streetscape. This would be achieved by zoning this section of Albermarle Street as residential interface.

This decision would reflect the highlighted sections of the C190 Plan set out below [Pm1][BA2].

1.To ensure the height and setbacks of new development at the interface with existing established residential neighbourhoods is compatible with the scale, amenity and context of these areas.

2.To ensure the scale, height and setback of new development on existing residential streets is compatible with the scale and context of these streets.

3.To ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.

4.To ensure new development respects the character, form, massing and scale of adjoining heritage buildings and places.

It is for all of the above reasons, we strongly request, that all of Albermarle St, between Hardiman St and Macaulay Road be designated a **Residential interface Street** .

Yours sincerely,

The residents of 43-51 Albermarle Street, Kensington

Name: * Paul Pace

Email address: * paul.pace1@bigpond.com

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Yours sincerely,

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Name: * Bruce ANDERSON

Email address: * bruce.anderson3300@gmail.com

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Yours sincerely,

The residents of 43-51 Albermarle Street, Kensington

Name: * Paul McAlpine

Email address: * mc.panda@bigpond.com

Contact phone number (optional): 0408300089

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Overall the Melbourne Planning Scheme Amendment C190 Arden-Macaulay Structure Plan Implementation has a sound basis, especially East of the Freeway where construction and change has already begun.

The fundamental issue we have is that controls have been proposed, prepared and justified in terms of broad and admirable aims, but should be experienced on a site by site basis.

It is our particular, unique, stable, residential neighbourhood area which sits on the absolute fringe of the Arden-Macaulay Structure Plan, we would like to see a common sense change.

In particular, we consider that there is a need to respect neighbourhood character in a way that allows change in a reasonable and considered way in accordance with key clauses of the state section of the Melbourne Planning Scheme. In particular Clause 15 of the SPPF which states:

Planning should achieve high quality urban design and architecture that:

- **Contributes positively to local urban character and sense of place.**
- **Reflects the particular characteristics, aspirations and cultural identity of the community...**
- **Minimises detrimental impact on neighbouring properties.**

We also note that Clause 15.01-1 of the SPPF states:

- **Require development to respond to its context in terms of urban character, cultural heritage, natural features, surrounding landscape and climate.**
- **Require development to include a site analysis and descriptive statement explaining how the proposed development responds to the site and its context.**

Further we note that Clause 21.04-1 of the MSS states:

As the municipality continues to grow and develop, the culture and functioning of the City in twenty years time will be very different from today.

However, through these changes the characteristics of the city we value today must be retained.

This can be achieved by: targeting urban growth and development into specific areas of the City; enabling ongoing but incremental growth and development in those parts of the City needing constant renewal of their vitality, and by maintaining the existing character in valued established areas.

We wish to have the section of Albermarle Street between Little Hardiman Street and Macaulay Road be formally recognised as a “residential interface street”.

Built Form Vision

Agreeing with the MSS (Municipal Strategic Statement), which seeks to accommodate long term worker and residential growth in urban renewal areas, RATHER than in established residential areas where it seeks to largely maintain the EXISTING RESIDENTIAL CHARACTER!

We are here tonight representing our EXISTING RESIDENTIAL CHARACTER of Albermarle Street between Little Hardiman Street and Macaulay Road!

The Amendment C190 is based on this principle in the MSS and states clearly that it can be modified at sensitive interfaces with existing residential developments in this specific section of Albermarle Street, so that it does not affect the amenity of nearby dwellings.

It goes on to say that heights are performance based to protect the amenity of adjoining low scale residential areas and create safe and well scaled streets.

It appears that our section of Albermarle Street has been overlooked!

Our immediate neighbours are protected by the establishment of a residential interface street (ref p187) and the purple line opposite properties on the North West corner of Albermale and Hardiman St. Note that this purple line currently ends at Little Hardiman Street. This exposes our residences at 43-51 Albermarle Street ie the East side of Albermarle North of Little Hardiman Street.

Discussion

In previous evidence and submissions it was stated that you think it is appropriate to seek to create a new development that fits with THE HIGHLY VALUED CHARACTER of the area. Just like Albermarle street and surrounds. This can be achieved by limiting the built form so that it is NOT SO DIFFERENT to the form of the existing area and that there is a transition to taller forms.

It is important to draw a distinction between character of a district and the form of isolated buildings within it. District character is set by the predominant form of buildings.

DDO60 Built Form

Some previous submitters felt that 6 storeys (and most likely 8 given the discretion) is too high in already established stable residential areas of Kensington. We strongly agree with this.

We respectfully support urban consolidation in the Arden Macaulay precinct and can appreciate the proposed 4 to 12 storey sites, but this development should be confined to limited areas and be rejected out of hand when in close proximity to existing low rise areas such as Albermarle St.

It should be noted that the Kensington Association submitted that the 30% allowance in height is acceptable in non interfacing areas: however, it sought a much more subtle and lower approach where new development interfaces with existing residential properties like ours.

Development adjacent Heritage Buildings

Previous submitters suggested that development is a threat to the ambience and fabric of the Kensington area and that the Amendment ignores Kensington’s history and heritage.

Kensington has a long history of co existing residential and industrial uses AND there is a rejuvenation of space currently happening with small workshops next to 2-3 storey apartments.

Our Warehouse conversions from 43-51 Albermarle Street is a perfect example, blending into the Neighbour character of Kensington, whilst backing onto small workshop space.

The Amendment proposes a framework for land use and growth in our part of Kensington the scale, height and density of which is out of character with the immediate neighbourhood.

Buildings need to suit the heritage of the area and developments must be sympathetic to surroundings to protect character and heritage.

The current plan includes the following which we agree with:

SCHEDULE 63 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme as DDO63

Design objectives

Stable Residential Area

These residential areas are valued for their existing character and the important contribution this makes to the city.

In these areas limited change such as in-fill development and alterations and additions, will continue to occur so that new land use or development fits in with the existing valued character.

Below are some, but not all of the design objectives of the DD063 which can be addressed by the slight change we are proposing.

To provide for higher development that delivers identified public benefits on LARGE sites that do not interface with the low scale surrounding established residential neighbourhoods.

Being a quiet residential street that interfaces with our low scale surrounding neighbourhood , the higher development will not benefit the public.

To provide for development that steps down at the interface with the low scale surrounding established residential neighbourhoods.

The three storey warehouse conversion at 43-51 Albermarle Street adopted the height and character of the original building and fits seamlessly into the local residential and low rise commercial environment. It would be appropriate for the future development opposite to be undertaken with the same approach to height and external appearance thereby maintaining the character of the local streetscape. This would be achieved by zoning this section of Albermarle Street as residential interface.

This decision would reflect the highlighted sections of the C190 Plan set out below [Pm1][BA2].

1.To ensure the height and setbacks of new development at the interface with existing established residential neighbourhoods is compatible with the scale, amenity and context of these areas.

2.To ensure the scale, height and setback of new development on existing residential streets is compatible with the scale and context of these streets.

3.To ensure that built form elements above the street wall are visually recessive and do not contribute to visual bulk.

4.To ensure new development respects the character, form, massing and scale of adjoining heritage buildings and places.

It is for all of the above reasons, we strongly request, that all of Albermarle St, between Hardiman St and Macaulay Road be designated a **Residential interface Street** .

Yours sincerely,

The residents of 43-51 Albermarle Street, Kensington

Name: * Peter SWEENEY

Email address: * psweeney101@bigpond.com

Contact phone number (optional): 0419386340

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 2 August 2016

Agenda item title: * Request to include all of Albermarle St., Kensington subject to the C190 as a residential interface street

Alternatively you may attach your written submission by uploading your file here:



[c190_albermarle_st_presentation.docx](#) 19.10 KB .

DOCX

Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

Request to include ALL of Albermarle St, Kensington, north of Little Hardiman St to be included as a “residential interface street”.

(ref pg 125 Of 194 PANEL’S RECOMMENDED DDO MAP1 STREET WALL HEIGHT AND SETBACKS) and

(ref pg 126 Of 194 MANAGEMENT’S RECOMMENDED DDO MAP1 STREET WALL HEIGHT AND SETBACKS) WHICH SHOWS Little Hardiman Street as a LANEWAY.

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This decision would reflect the highlighted sections of the C190 Plan set out below.

Comment [Pm1]: Agree with Bruce I was going to combine and add Peter's comment but below also fixes.

Comment [BA2]: The points from the original C190 below are important to list though the words between them maybe superfluous if we gather them together. That is make the statement of what we want and why then to list where this matches the points in C190 which are listed.

1.To ensure the height and setbacks of new development at the interface with existing established residential neighbourhoods is compatible with the scale, amenity and context of these areas.

2.To ensure the scale, height and setback of new development on existing residential streets is compatible with the scale and context of these streets.

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Yours sincerely,

The residents of 43-51 Albermarle Street, Kensington

Name: * Sotirios Katakouzinou

Email address: * Sotirios.Katakouzinou@victrack.com.au

Contact phone number
(optional): 9619 0222

Please indicate which
meeting you would like to
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button: *

Future Melbourne Committee meeting

Date of meeting: * Tuesday 2 August 2016

Agenda item title: * Amendment C190 Melbourne Planning Scheme – Arden Macaulay

Alternatively you may
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your file here:



[23289_amendment_c190_melbourne_planning_scheme_victrack_submission_29_july_2016.pdf](#) 151.61 KB .PDF

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Committee in support of
your submission:

Yes

*(No opportunity is
provided for submitters
to be heard at Council
meetings.) **

Privacy
acknowledgement: * I have read and acknowledge how Council will use and disclose my personal
information.

Our Ref: CSM 23289

29 July 2016

Lord Mayor
Councillor Robert Doyle
Melbourne City Council
GPO Box 1603
Melbourne VIC 3001

Dear Lord Mayor

Melbourne Planning Scheme Amendment C190

I refer to Council's forthcoming Future Melbourne (Planning) Committee meeting on 2 August 2016 and its consideration of planning Scheme Amendment C190 Arden – Macaulay.

As Council will be aware, VicTrack is the owner of the majority of Victoria's railway land and infrastructure. Pursuant to the *Transport Integration Act 2010 (Vic)*, VicTrack's functions include managing and supporting access to transport-related land, infrastructure and assets, and providing or enabling access to the non-operational transport related land, infrastructure and assets where this supports the transport system.

VicTrack made a submission to Amendment C190 opposing the amendment where it affected VicTrack land. The Panel hearing submissions on the planning scheme amendment stated in response to VicTrack's submission:

“Council proposes rezoning VicTrack land to public open space against the wishes of VicTrack. This cannot be justified. There is no general pool of ‘government land’ and no Council power unilaterally to zone the land of a state agency to a municipal purpose. If Council wants the VicTrack land for open space it will have to buy it.”

The Panel recommended that Council commence negotiations with VicTrack to purchase the land (recommendation C4).

The panel also recommended that the Mixed Use Zone (and overlay controls) be applied to VicTrack land and stated that it would be inequitable to VicTrack not to rezone the land and there is no credible alternative zone for the land, unless it is purchased by Council.

The report of Council's Manager Urban Strategy to the Future Melbourne (Planning) Committee states that Council management does not support the rezoning of VicTrack land to the Mixed Use Zone. Management also recommends that Council requests the Minister for Planning to identify and secure open space along the

VicTrack

Level 8, 1010 La Trobe St Docklands VIC 3008
GPO Box 1681 Melbourne VIC 3001
T 1300 VICTRACK (1300 842 872)
victrack.com.au

VicTrack

Moonee Ponds Creek for future recreational purposes, consistent with the Arden Macaulay Structure Plan 2012.

The amendment documents which Council now seeks to adopt include the Explanatory Report. Under the heading “How does the amendment address the views of any relevant agency?”, there is no mention of VicTrack’s opposition to the amendment.

Under the heading “Does the amendment address relevant requirements of the *Transport Integration Act 2010*?” again there is no reference to VicTrack’s clear opposition which was explained in detail by VicTrack’s legal counsel to the Panel and which the Panel accepted. Council, as an interface body under the *Transport Integration Act 2010*, is obliged to have regard to the transport system objectives, the decision making principles and the statement of policy principles.

These include the principles of triple bottom line and equity.

VicTrack provides non-operational transport-related land, infrastructure and assets for walking, cycling and other community purposes through the granting of leases for community purposes consistent with the object specified in section 119. However VicTrack land must remain capable of being used for transport purposes.

The proposed rezoning to Public Park and Recreation Zone will actually prohibit transport uses.

The VicTrack land is currently zoned Industrial 1 and transport uses are either as of right or subject to a planning permit.

As the Panel stated in its report there is “no Council power unilaterally to zone the land of a state agency to a municipal purpose”. Reluctantly given our objection has not been accepted, VicTrack must reserve its right to protect its interests as custodian of this land.

VicTrack remains opposed to the planning scheme amendment. Should you have any queries, please contact me on 03 9619 0222 or sotirios.katakouzinis@victrack.com.au.

Yours sincerely



SOTIRIOS KATAKOUZINOS
PLANNING MANAGER (ACTING)

From: Wufoo
Sent: Tuesday, 2 August 2016 9:24:32 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#760]

Name: * Kaye Oddie

Email address: * koddie@bigpond.cm

Contact phone number (optional): 9329 0635

Please indicate which meeting you would like to make a submission to by selecting the appropriate button: * Future Melbourne Committee meeting

Date of meeting: * Tuesday 2 August 2016

Agenda item title: * Amendment C190

Alternatively you may attach your written submission by uploading your file here:



[amc190_shielmacaulay_building_height_discrepancy.pdf](#)

606.38 KB PDF

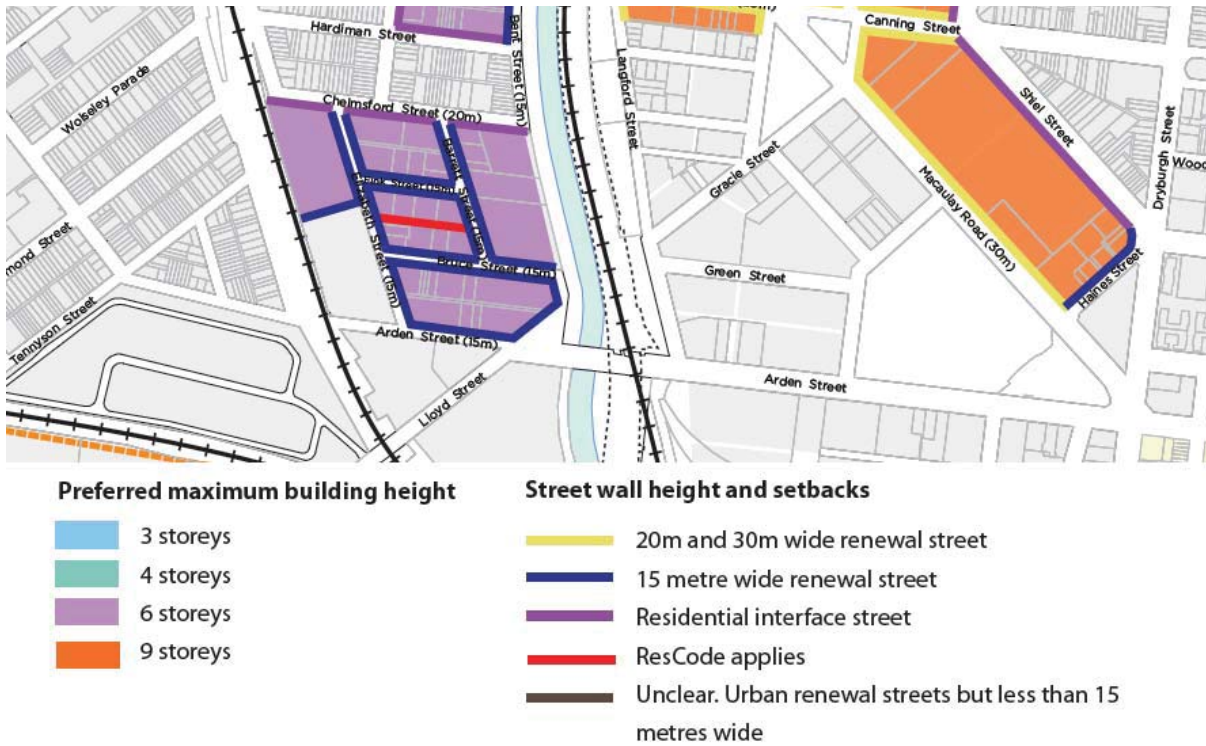
Please indicate whether you would like to address the Future Melbourne Committee in support of your submission: Yes

*(No opportunity is provided for submitters to be heard at Council meetings.) **

Privacy acknowledgement: * I have read and acknowledge how Council will use and disclose my personal information.

AMENDMENT C190

AREA 8



Area 8 includes the large Victorian Archives Centre site, which the above diagram shows extends as a single site from Shiel Street through to Macaulay Road.

Shiel St controls are for Residential Interface with preferred maximum building height of 9 storeys/maximum height 12 storeys/3 storeys at street frontage/upper storeys ‘visually recessive’.

Macaulay Rd controls are for 20-30m wide Renewal Street with preferred maximum building height of 9 storeys/maximum building height of 12 storeys/6 storeys at street frontage/1m setback for every 1m in height over 20m.

Because the Victorian Archives Centre is a single site, a discrepancy arises for development of the site due to the fall in ground level between Shiel St and Macaulay Rd of 10-12m. The following diagram depicts the outcome of the discrepancy using the built form controls set out in the amendment.

A development on Shiel Street built over the whole site at a maximum building height of 12 storeys will result in a building height at the Macaulay Rd side of the development of 15-16 storeys. This does not comply with the maximum building height of 12 storeys for Macaulay Rd.

12 storeys maximum building height with only a 10m setback on the Shiel St Residential Interface is far too high and does not meet key design objectives:

- *To provide for development that steps down at the interface with the low scale surrounding established residential neighbourhoods.*
- *To ensure scale, height and setback of new development on existing residential streets is compatible with the scale and context of these streets.*

A more appropriate maximum building height would be 6 storeys. This would also allow a more appropriate maximum building height along Macaulay Rd of 9 storeys. It would also allow the block between the two streets to function as a true transition zone from the low scale surrounding residential neighbourhood.



From: Kensington Association

Sent: Tuesday, 2 August 2016 9:54:40 AM (UTC+10:00) Canberra, Melbourne, Sydney

To: CoM Meetings

Subject: FMC meeting 2 August Item 6.3 Planning Scheme Amendment C190 Arden-Macaulay

On behalf of the Kensington Association we wish to record our general support of the work of Council officers on the Panel Report for the Planning Scheme Amendment C190 Arden-Macaulay. Our comments on behalf of the Kensington Association and community in regard to recommendations and comments are enclosed in the attached document.

As a priority this plan can only succeed with the guaranteed creation of more public open space, much-needed now and for any expanded population in the precinct.

Rilke Muir

Secretary

--

Kensington Association

www.kensingtonassociation.org.au

The Kensington Association would like to record its general support of the recommendations made by City of Melbourne (CoM) officers (referred to as Management for consistency) in relation to the Panel's recommendations regarding Planning Scheme Amendment C190 (Amendment C190). However, there are some recommendations that the Association does not support. These are outlined in the table below.

The Kensington Association would also like to note the following:

- The Arden Macaulay Structure Plan can only succeed with the guaranteed creation of more public open space, which is critical to the amenity and liveability of the new and existing population. This must be a priority.
- We are disappointed that the Panel did not support Council's decision to lower building heights along parts of Macaulay Road. Macaulay Road is the gateway to Kensington and we are concerned that the heights and densities being proposed will create a 'canyon' effect and change the nature of the suburb significantly..

Item	Panel Recommendation	Management Response	Kensington Association Response
Zoning	Apply the Mixed Use Zone (and overlay controls) to VicTrack owned land.	Management has rejected this recommendation and requested that the State Government work with the City of Melbourne (CoM) to enable the VicTrack land to be made available for recreational use and integrated into the upgrade of the Moonee Ponds Creek parkland corridor.	<p>As noted by the Panel, this land is strategically important to meeting the open space requirements that support the urban renewal of the Arden Macaulay area.</p> <p>Kensington already has the lowest level of public open space within the municipality. Local neighbourhood parks are critical to the amenity and liveability of existing and new residents, especially given the limited open space associated with the new population's apartment living.</p> <p>While it is acknowledged that this needs to be addressed as a matter of priority, there are limited spaces in the area that can serve this purpose, making this portion of land along Moonee Ponds Creek even more important.</p> <p>The community's support of Amendment C190 and the corresponding population growth that the Arden Macaulay area can support is contingent on the adequate provision of open space for existing and new residents (as well as the provision of critical community services and infrastructure).</p>
DDO Map	Amend the Map of DDO60 to rationalise the number and extent of areas.	<p>Management has accepted the two substantial changes that result from this rationalisation being:</p> <ul style="list-style-type: none"> • Area 9, which was proposed to have a preferred maximum height of <u>20 metres</u> is now recommended by the Panel to be part of the new Area 8, which has a preferred maximum height of <u>30 metres</u>; and • Area 13, which was proposed to have a preferred maximum height of <u>14 metres</u> is now 	<p>The Kensington Association does not object to the rationalisation of areas, however, two of these areas (area 9 and area 13) have substantially higher maximum building heights. Residents in these areas have not been given the opportunity to comment or respond to these suggested changes. Such alterations need to be made with community engagement and meaningful consultation.</p> <p>Moreover, the adequacy of community services, facilities and</p>

		recommended by the Panel to be part of the new Area 4, which has a preferred maximum height of <u>20 metres</u> .	infrastructure has been assessed on preferred maximum heights of 20 metres (area 9) and 14 metres (area 13) respectively and not the higher heights now being proposed.
New DDO Schedule	Update the objectives as shown in Appendix C of the Panel report.	Management has accepted the Panel's changes to the objectives.	<p>Further clarification/refinement is needed in relation to the following objective:</p> <p><i>“To provide for higher development that delivers identified public benefits on large sites that do not interface with the low scale surrounding established residential neighbourhoods.”</i></p> <p>This objective should make it clear that “identified public benefits” should be achieved within the vicinity of the development itself to avoid situations where the public benefit falls outside of the Arden Macaulay area. It should also provide further guidance on what is classified as “higher development”. This will give the community greater certainty over what is being proposed and is critical if an adequate assessment of future population figures is to be undertaken and accommodated.</p>
	Apply a Preferred Maximum Height of 9 storeys in area 9 and 6 storeys in area 13.	Management has accepted this recommendation.	See note above in relation to areas 9 and 13.
	Allow buildings to exceed the Absolute Maximum Height in areas 6 and 7 if a school or open space (>10%) is provided, and in area 5 if it is to implement a master plan that reintegrates the estate with the surrounding urban fabric.	Management has accepted this recommendation in part only.	<p>As note by Management, expanding the height exemption to any site in areas 6 and 7 means that the population growth contemplated in the Structure Plan is no longer accurate. Before such a significant change is contemplated further work needs to be done to determine whether community services will be adequate to meet the increased demands being placed upon them by this blanket amendment. This should also include a revised assessment of traffic management and open space provisions.</p> <p>This amendment is of significant concern because it deviates substantially from the proposal that was exhibited and the community has not been given the opportunity to respond or comment to the change.</p>
Open Space Provision	Review opportunities for open space provisions in the renewal area as a matter of priority.	A review of opportunities for the open space provision in the Arden-Macaulay area as a whole is supported.	The Kensington Association agrees with the Panel's recommendation regarding the provision of open space, but Council has limited options available to it. This is why it is so important for the VicTrack land to be secured as public open space. The State Government has an opportunity to show its leadership and support of the community by facilitating this.

Dear Council Business Team

I am unfortunately unable to attend today's meeting of the Future Melbourne (Planning Committee) due to work commitments.

In place I attach my submission for the Committee's consideration and response regarding the C190 Planning Scheme Amendment.

Thank you for the opportunity to contribute.

Justin Flanagan

Agenda item and report title

"6.3 Planning Scheme Amendment C190 Arden- Macaulay 6.3"

Key points

I have been unable to comment on C190 until this time and I thank the Committee for the opportunity. As a homeowner on Hardiman Street, Kensington I wish to raise some serious concerns about the maximum building heights proposed in DDO area DDO63A3 ("A3"), as well as a query about the status of public realm proposals under the Arden-Macauley Structure Plan 2012. I would be grateful for the Committee's consideration and response on these matters.

1. *Proposed maximum building heights in area A3*

I have strong objections to the building heights proposed for area A3 (refer to Table 2 and Map 1 of Schedule 63) – specifically the part of A3 lying west of Albermarle St ("A3 West").

As the Committee can see from Map 1, A3 West sits directly north of single-level, heritage overlaid homes on Hardiman Street. The only separation is a narrow laneway (Little Hardiman Street).

The key points to support my objection are as follows:

- Given the proximity and northward orientation of A3 West, its proposed maximum building heights of six to eight storeys are far too high. Buildings this tall will clearly impact on privacy and amenity by:
 - overlooking and overshadowing the private spaces of these homes by blocking northerly sunlight;
 - imposing a large visual bulk;
 - blocking sky views;
 - increasing the built surface deflecting CityLink freeway noise to ground-level; and
 - projecting other residential-related noise (e.g air conditioners, cars parking and residents socialising on balconies).

- The ResCode setback provisions proposed to mitigate the height and bulk of buildings in A3 West are wholly inadequate in the context of the proposed heights for A3. To illustrate these points, I have attached a photo below from our backyard of an existing building in A3 West of 'only' two to three storeys, which already blocks the sun and leaves many of our backyards in shadow for large parts of the day throughout the year:



- The City of Melbourne itself recognised the problem of allowing large buildings to the north of Little Hardiman Street in its *Arden-Macauley Structure Plan 2012*, proposing that special setback controls apply north of Little Hardiman Street to prevent loss of sunlight and to ensure the upper levels of new development are not visible within private spaces of low-scale residential development (refer to figure 3.18 of the *Structure Plan*).
- The proposed heights contradict fundamental City of Melbourne principles. The design objectives of schedule 63 to the DDO include to “ensure the height and setbacks of new development at the interface with existing established residential neighbourhoods is compatible with the scale, amenity and context of these areas”. Section 22.17 of the Melbourne Planning Scheme (“Urban Design Outside the Capital City Zone”) is also guided by the objectives that:
 - *the scale, siting, massing and bulk of development complements [that] of adjoining and nearby built form; and*
 - *the height of new development should respect the existing built form of the immediate surroundings.*To any reasonable person, the proposed building heights in A3 West clearly do not conform to these principles.
- This proposal is made even more untenable by comparing the proposed maximum building heights for area A1, which borders A3 to its west (see Map 1). The proposed heights for A1 – three to four storeys – are half those for A3, yet there is no discernible difference in the characteristics of these two areas. In the absence of an explanation why A1 and A3 have been demarcated as they have (halfway between Albermarle and Eastwood Streets), this seems completely arbitrary. Further, the ‘Built Form Outcomes’ of A1 (see Table 1) rightfully include to “*deliver a scale of development that complements the established low-scale residential area*” – inexplicably, this does not apply to the ‘established low scale residential area’ south of A3, suggesting the rights to privacy and amenity

**Submission to City of Melbourne's Future Melbourne (Planning) Committee meeting
2 August 2016**

for residents at the western end of Hardiman St are not considered equal to those marginally up the street.

- A3 West appears in fact to be the only area in Map 1 proposed to have six to eight storey buildings abutting the north side of single-level residences (i.e. without a street separation). This effectively gives existing residents affected by A3 West a lower status than all others in the draft C190 planning scheme amendment.

These points demonstrate that the proposed building heights for A3 West are objectively and irrefutably inconsistent and unfair. I therefore ask the committee *at the very least* to amend the proposed Schedule 63 by extending the boundary of A1 to Albermarle St. The Committee can surely recognise that it would be far more logical and fair to do so, as the part of A3 east of Albermarle St is separated from existing single-level residences by wide street frontages on all sides. If however it chooses not to, I would ask for the committee's answers to the following questions:

- a) Can the Committee guarantee that the proposed building heights in A3 West will not adversely affect sunlight from overshadowing, amenity from visual bulk and noise, and privacy from overlooking for residents on Hardiman Street?
- b) Given the overshadowing of private spaces of existing two to three storey buildings in A3 (as per the above photo), how can the Committee be confident that buildings twice this height along the length of A3 West will not plunge existing low-scale houses into shadow?
- c) Why is the built form outcome of A1 to (rightfully) "Deliver a scale of development that complements the established low scale residential area" not applicable to A3?
- d) How are the built form outcomes of A3 compatible with allowing developments of six to eight storeys?
- e) Why have areas A1 and A3 been demarcated halfway between Albermarle and Eastwood Streets, when it would be far more logical to draw this border at Albermarle St?
- f) Why is A3 West the only area in Map 1 of Schedule 63 that proposes to allow six to eight storey buildings abutting the north side of existing low-scale residences?

2. *Status of the public realm proposals under the Arden-Macauley Structure Plan 2012*

I refer again to Map 1 of Schedule 63. My concern here is the proposed zoning around Fink Street, Kensington (between Elizabeth and Barrett Streets) to permit developments of between six and eight storeys.

The Arden-Macauley Structure Plan 2012 earmarks this area as a new public open space, as part of its commitment that "five new parks will be established to ensure that all dwellings are within a 300m walking distance of green open space ("Key Directions" – p.9). Specifically, the City of Melbourne's commitment (p.90) is that:

- "A new park of approximately 11,000m² will be located on Fink Street. This site provides the following benefits:
 - A centrally located site between the Craigieburn and Upfield railway lines, where there is an identified gap in the open space network.

**Submission to City of Melbourne's Future Melbourne (Planning) Committee meeting
2 August 2016**

- A park that is located some distance from the CityLink freeway, railway lines and transmission station, to provide a quiet environment for leisure.
- A northerly aspect, ensuring good access to sunlight in winter.”

I note that the report to the Committee for this meeting includes the recommendation for the Minister to ‘identify and secure open space along the Moonee Ponds Creek for future recreational purposes, consistent with the Arden Macauley Structure Plan 2012’. However, I am concerned that the proposed zoning under Map 1 of the draft C190 amendment for the Fink Street area (i.e. six to eight storey developments) is at odds with the City of Melbourne’s Structure Plan commitment to situate a new park there.

My question to the Committee is:

- g) can it confirm that the City of Melbourne is holding to its commitment on p.90 of the Arden-Macauley Structure Plan 2012 to establish an 11,000m² park on this land?

Thank you for your consideration.

Justin Flanagan

From: Linh Dang
Sent: Tuesday, 2 August 2016 11:24:46 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: SUBMISSION - AMENDMENT C190 – ARDEN MACAULAY

Please find attached our written submission for the Committee's consideration at today's meeting

Kind regards

Linh Dang
Property Portfolio Manager
Vision Australia

www.visionaustralia.org

IN THE MATTER OF AMENDMENT C190
TO THE MELBOURNE PLANNING SCHEME

and

IN THE MATTER OF A SUBMISSION TO
THE FUTURE MELBOURNE COMMITTEE
CONSIDERING THE ADOPTION OF AMENDMENT C190
TUESDAY, 2 AUGUST 2016

**MELBOURNE PLANNING SCHEME AMENDMENT C190
ARDEN-MACAULAY STRUCTURE PLAN 2012**

**SUBMISSIONS TO FUTURE MELBOURNE COMMITTEE
ON BEHALF OF VISION AUSTRALIA LIMITED**

1 Executive Summary

- 1.1 Vision Australia Limited (VA) provides blindness and low vision services, available to all Australians.
- 1.2 VA two properties within the area of the Arden-Macaulay structure plan.
- 1.3 346 Macaulay Road is located on the northwest corner of Macaulay Road and Stub Street. It is developed with a three storey office complex and warehousing used by VA for administrative purposes and to provide services to its vision impaired clients.
- 1.4 17-25 Barrett Street is used by a division of VA, Seeing Eye Dogs Australia (SEDA). It is SEDA's national training facilities for seeing eye dogs.
- 1.5 As part of its facility in Barrett Street, VA licences land owned by VicTrack on the south bank of the Moonee Ponds Creek that is used for exercising seeing eye dogs. The land extends along the creek from Chelmsford St to Bruce St.
- 1.6 Vision Australia generally supports Amendment C190 as it is recommended to be amended by the independent panel that considered and assessed the amendment in its report dated 23 October, 2015.
- 1.7 VA submits that in that part of area A4 that lies north of Macaulay Road, the height control should be the same as is proposed to be applied in proposed area A7, being 9 storeys preferred and 12 storeys mandatory, unless the development contains a school or provides more than 10% of the site as public open space. Regardless of the adopted preferred and mandatory height limit, VA submits that the very limited circumstances in which the mandatory height limit may be exceeded should apply to all land in proposed area A4.
- 1.8 The officer's report to the Future Melbourne Committee recommends that the Council request the Minister to introduce a "*suitable interim development contributions control*", without any form of notification or public consultation.

- 1.9 VA appreciates the need to have in place an appropriate development contributions plan (DCP). VA submits that any proposed DCP should be subject to public consultation and, if necessary, a panel hearing. A DCP, when added to the other mandatory controls proposed by Amendment C190 may significantly impact on the developability of land and the cost of housing within the precinct.
- 1.10 The report to the Future Melbourne Committee recommends the setting aside of land adjacent to the Moonee Ponds Creek for future recreational purposes. The land on the south side of the Moonee Ponds Creek is owned by VicTrack and that part of the land on the south side of Moonee Ponds Creek that lies between Chelmsford St and Bruce St and known as Railway Lot 72 is licenced VicTrack to VA and used for the purpose of exercising Seeing Eye dogs. Any appropriation of this land will cause operational difficulties for SEDA, unless alternative land for dog exercise can be provided by council
- 1.11 Vision Australia therefore submits that:
- (1) The height controls to be applied in proposed area A4, north of Macaulay Rd should be the same as are proposed to be applied in proposed area A7;
 - (2) any proposed development contribution plan should be subject to the normal public notification, submission and panel hearing regime;
 - (3) that part of the land owned by VicTrack along the west bank of the Moonee Ponds Creek and known as railway lot 72 should not be zoned, reserved, appropriated or otherwise set aside for the purpose of public open space as it serves an integral function in conjunction with the Seeing Eye Dog Australia facility at 17-25 Barrett St.

2 Background to submissions

The proposed Development Contributions Plan

- 2.1 Any proposed DCP must be consistent with the Ministerial Direction for Development Contribution Plans dated 15 May 2003. It also must be consistent with the Department's guidelines.
- 2.2 The Council is proposing to ask the Minister to undertake a ministerial amendment in conjunction with the Council's Amendment C190. Amendment C190 has been through the usual public consultation and panel hearing process. The Council proposes that any development contributions plan would be exempt from this public process and commence on the same date as Amendment C190 is gazetted.
- 2.3 It is submitted that this process is wholly inappropriate. As has been demonstrated by the Metropolitan Planning Authority's approach to planning in growth areas, it is both necessary and appropriate that where a DCP is required to secure private contributions to public infrastructure for the purpose of giving effect to the outcomes sought in a precinct structure plan (PSP), that the PSP and the DCP plan are inextricably linked and must be considered together.
- 2.4 A DCP does not exist in isolation from a PSP. The purpose of a DCP is to ensure that essential public infrastructure can be provided so that the outcomes of the PSP can be achieved.

- 2.5 This requires an appropriate discussion, firstly of what infrastructure is required to be provided to achieve the outcomes sought by the PSP. Secondly there must be a discussion about what infrastructure should be funded by the DCP. There is identification of the infrastructure that is required, or what is the equitable method of funding that infrastructure.
- 2.6 The question of how the required infrastructure is to be funded requires consideration of the equitable source of funding. Is it to be wholly funded by developer contributions? If so, having regard to the nature of the infrastructure and who will use it, is this fair and equitable? Is it appropriate that some infrastructure be funded by the State Government? Is it appropriate that some infrastructure be funded by the Council, noting the significantly expanded rate base that will be created by the development of Arden-Macaulay in accordance with the Arden-Macaulay Structure Plan 2012?
- 2.7 These are all matters that are most appropriately dealt with through the public exhibition of a proposed DCP, the consideration of the DCP in the light of submissions and ultimately, if necessary, the consideration of submissions by an independent panel.
- 2.8 It is noted that the Minister can only use the power in section 20(4) of the Act if compliance with the notification and therefore the public participation process is not warranted, or that the interests of Victoria or any part of Victoria make the exemption appropriate. VA considers that the current circumstances fall outside the ambit of section 20(4).

Public open space along Moonee Ponds Creek

- 2.9 Direction 4 of the Arden-Macaulay Structure Plan addresses, in part, the question of public open space. It relies, in part, on land located along the banks of the Moonee Ponds Creek.
- 2.10 VA's primary concern relates to that part of land owned by VicTrack as lies on the west bank of Moonee Ponds Creek, between Chelmsford St and Bruce St. This land is owned by VicTrack. The relevant land is currently zoned PUZ1. Amendment C190 did not propose any change to this zone.

- 2.11 This is a narrow strip of land, unlike the land zoned IN1, north of Macaulay Road, that is a significantly wider section of land.
- 2.12 It is noted that Amendment C190 proposed to rezone VicTrack land from Industrial 1 to Public Park and Recreation Zone, where the VicTrack land is located north of Macaulay Road. This was opposed by VicTrack and the Panel recommended that the subject land not be zoned PPRZ and be zone MUZ. VA supports the rezoning of this land to PPRZ, to ensure that appropriate and useable public open space is provided west of Moonee Ponds Creek.
- 2.13 Amendment C190 contained no proposal to rezone any land south of Macaulay Road to a PPRZ, including the land that lies between Chelmsford St and Bruce St on the west bank of the Moonee Ponds Creek. Accordingly such a proposal has not been through any public consultation process and has not been considered by the amendment C190 Panel. It would be inappropriate to rezone this land in the absence of proper public notification and the opportunity for affected parties to participate in the decision process.
- 2.14 The issue of rezoning the land adjacent to VA's Barrett Street land did not arise at the panel hearing because it was not proposed as part of amendment C190.
- 2.15 There can be no doubt that had it been proposed to rezone the land licenced to VA (railway lot 72) from PUZ1 to PPRZ, for the purpose of it then vesting in Melbourne City Council, or being purchased or acquired and transformed into public open space, that this would have been opposed by VA and by VicTrack.
- 2.16 In the course of the Panel hearing the Council referred to its open space strategy and the Panel expressed some concerns with the proposed approach when it said:

"We note that the Structure Plan identifies access to the Moonee Ponds Creek from east of the rail line and a bridge over the creek at Sutton Street. Such a link will play an important part in the connectivity of the renewal area, but it is not obvious how the link can be achieved given the flood protection works in the area. We were told that Council will

prepare a master plan for the Moonee Ponds Creek in the near future. This plan should explicitly identify east-west links, otherwise there is a risk that the open space along the creek will be effectively cut off from the new residence in the renewal area to the east of the rail line.”¹

- 2.17 It is submitted that if there is to be any proposal to set aside land south of Macaulay Road and adjacent to the Moonee Ponds Creek for future recreational purposes that this is a matter that should follow on from the preparation and incorporation into the Melbourne Planning Scheme of the Moonee Ponds Creek Master Plan. It is premature to ask the Minister to identify and secure open space adjacent to VA’s Barrett Street property in the absence of the usual public participation process.
- 2.18 Accordingly, the recommendation by Council Officers to the Future Melbourne Committee that the Future Melbourne Committee request the Minister to identify and secure open space along the Moonee Ponds Creek for future recreational purposes is:
- premature, pending the preparation of the Moonee Ponds Creek Master Plan as foreshadowed to the Panel;
 - opposed by Vision Australia to the extent that it relates to land known as railway lot 72;
 - likely to compromise the training of seeing eye dogs at the facility.

Height Limits in Area A4, North of Macaulay Road

VA opposes the proposed height limits for area A4 north of Macaulay Road.

VA submits that the height limits in area A4 north of Macaulay Road should be the same as those applying an area A7, directly opposite area A4, on the opposite side of Moonee Ponds Creek.

VA submits that that the land on the west side of the creek has the same opportunities as that on the east side and that there is no case for significantly different controls on opposite sides of Moonee Ponds Creek.

VA supports the circumstances on which the mandatory height limit may be exceeded, subject to the grant of a permit. Regardless of the adopted preferred and

¹ Ibid, page 22.

mandatory height limit, VA submits that the very limited circumstances in which the mandatory height limit may be exceeded should apply to all land in proposed area A4.

It is noted by VA that a permit to exceed the mandatory height limit could only be granted if the proposal for a site contains a state education facility for more than 200 students, or provides more than 10% of the site area for public open space.

VA submits that the future location of schools is not known. Accordingly the potential increase in height should be permitted across proposed area A4.

VA submits that any potential opportunity to increase the provision of POS in Arden-Macaulay should be applied across the areas identified for re-development. Any increase in the provision of POS that can be secured must be of benefit to the amenity of the area.

1 Other matters

1.1 It is noted that the Panel made many recommendations for changes to proposed Amendment C190. A number of those changes are of particular interest and importance to Vision Australia. Vision Australia notes that these changes are accepted and supported in the Officer's Report to the Future Melbourne Committee. In the event that the Officer's recommendations in relation to the matters referred to below were not accepted by the Future Melbourne Committee, Vision Australia will request the Minister to allow it to make a further submission to the Minister and that such submissions be referred to a Panel for further consideration, under section 34 of the Act.

1.2 The relevant critical recommendations of the Panel that are supported by Vision Australia are:

- (1) that the street wall height controls along 20 and 30 metre streets, including Macaulay Road be six storeys with built form over 20 metres being set back 1 metre for each metre of height over 20 metres;

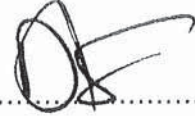
- (2) that the street wall height controls along 15 metre streets including Barrett Street be four storeys with development over 15 metres being set back 1 metre for each metre of height over 15 metres;
- (3) that there be no requirement for mandatory active street frontages in the Mixed Use Zone along Macaulay Road;
- (4) the deletion of references to laneways requiring setbacks in respect of laneways that do not currently exist, including ones that might be created along the south and east boundaries of 17-25 Barrett Street;
- (5) that the location of new laneway connections not be prescribed other than for a north-south connection giving access to Macaulay and Flemington Bridge Stations.

2 Conclusion

- 2.1 Vision Australia generally supports Amendment C190 as recommended to be amended by the Panel.
- 2.2 Vision Australia would be concerned and would seek the opportunity to make further submissions to the Minister, in the event that changes that are of significance to Vision Australia and recommended by the Panel were not adopted by the Future Melbourne Committee.
- 2.3 Vision Australia supports the adoption of the same height controls in area A4 north of Macaulay Road, as are proposed to be applied in area A7, being a preferred height of 9 storeys and a maximum height of 12 storeys, subject to the provision of a school or additional public open space.
- 2.4 Regardless of the adopted preferred and mandatory heights, the discretion to allow an increase in height where a school or additional POS is proposed should be applied over the whole of proposed area A4.
- 2.5 Vision Australia opposes the implementation of an unknown development contributions plan without public notification.
- 2.6 Vision Australia opposes the appropriation of land adjacent to Moonee Ponds Creek for public open space, to the extent that it potentially compromises the

existing use of that land by Seeing Eye Dogs Australia for dog training purposes.

DATED:

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

.....
Vision Australia

From: Wufoo
Sent: Tuesday, 2 August 2016 11:45:32 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: CoM Meetings
Subject: Council and Committee meeting submission form [#761]

Name: * Rob McGauran

Email address: rmcgauran@mgsarchitects.com.au

*

Contact phone 0411 596 270
number
(optional):

Please indicate Future Melbourne Committee meeting
which meeting
you would like
to make a
submission to
by selecting
the
appropriate
button: *

Date of Tuesday 2 August 2016
meeting: *

Agenda item 87-105 Racecourse Road & 75 Alfred Street Flemington (Amendment C190 Arden-
title: * Macaulay Structure Plan

Alternatively

you may attach
your written



submission by [87105_racecourse_road_75_alfred_street_flemington_future_melbourne_committee](#)
uploading your [rev_20160802.pdf](#) 929.14 KB . PDF
file here:

Please indicate Yes
whether you
would like to
address the

Future
Melbourne
Committee in
support of
your
submission:

*(No
opportunity is
provided for
submitters to
be heard at
Council
meetings.) **

Privacy I have read and acknowledge how Council will use and disclose my personal
acknowledgem information.
ent: *

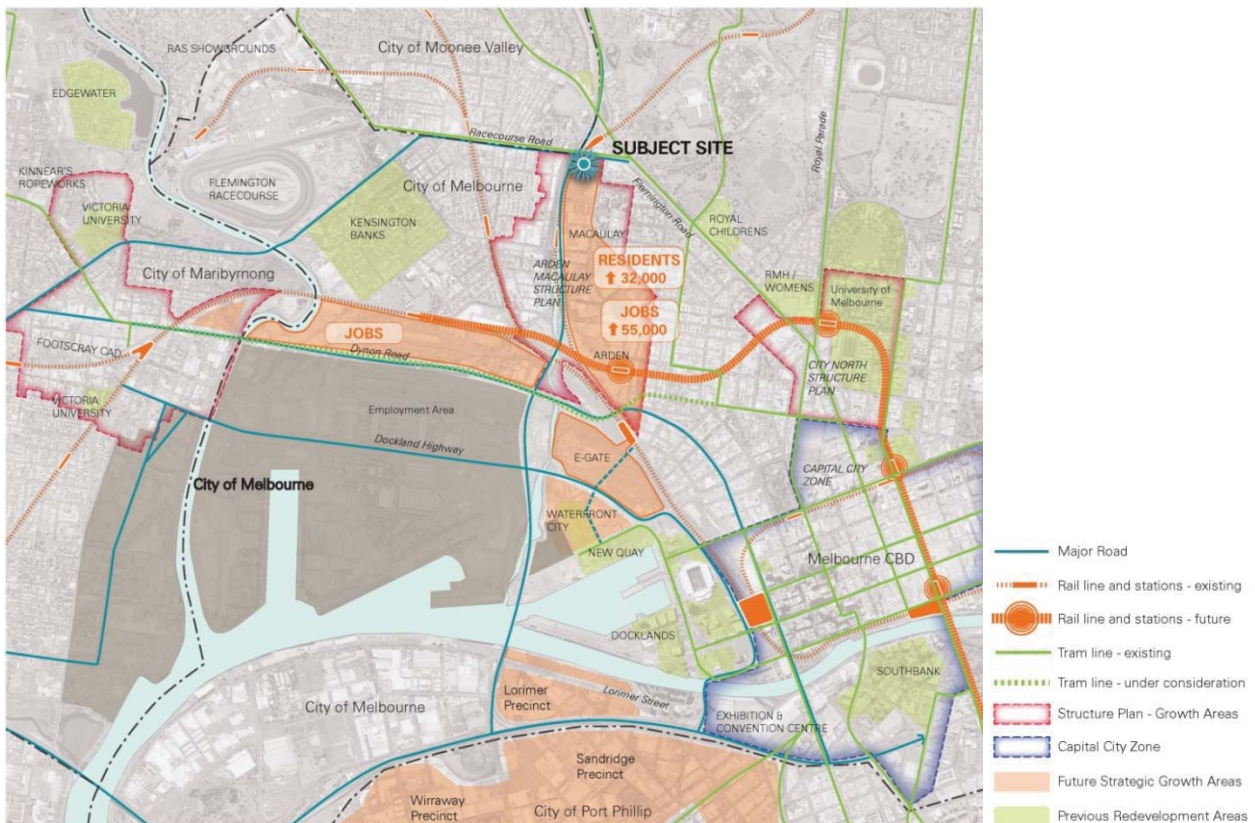
02 August 2016

Manager Governance and Legal
City of Melbourne
120 Swanston Street
MELBOURNE VIC 3000

87-105 Racecourse Road & 75 Alfred Street Flemington (Amendment C190 Arden–Macaulay Structure Plan)

MGS is making this submission on behalf of our clients Pace Developments P/L who have recently secured development control of a large strategic gateway site at the northern Flemington Bridge interface of the Arden Metro area. The site has frontages to Racecourse Road, the CityLink Freeway Reserve and Alfred Street together with eastern laneways.

METROPOLITAN CONTEXT



Directors
Eli Giannini
Chris Jones
Cameron Lacy
Robert McGauran
Mun Soon
Joshua Wheeler

LOCAL CONTEXT



The site has only been secured recently and hence the late nature of this submission.

The Site

The size of the consolidated site to be developed in conjunction with our adjoining southern partner, at approximately 13,200m², would make it one of the larger single sites available for redevelopment within the broader Arden-Macaulay precinct. The opportunities that are unique to a site of these proportions include:

- > Inter-block pedestrian/bicycle links as identified in the draft structure plan are realisable without relying on multiple sites to be concurrently redeveloped. These lanes would provide improved active connections from sites to the south to tram and train services thus improving their amenity.
- > The site will be able to manage traffic flows utilising both Racecourse Road and Alfred Street to enable more efficient traffic flows into and out of the site in all directions. Additionally, precinct based approaches can be used for car parking requirements, creating for greater efficiencies.
- > The size of the site will enable taller built form to be accommodated with adequate transitions towards neighbouring properties to avoid undue overshadowing, overlooking or impacts on the development opportunity of adjacent sites.
- > A framework plan for the site that shapes development around the principles of best practice outcomes for building type, form and orientation rather than compromising outcomes to suit the tight constraints of a smaller site.
- > The opportunity to deliver a staged development that contributes significantly towards housing and employment and community service's needs.

Some further consideration of the opportunities afforded by site consolidation of this magnitude we believe are warranted with here a strong case for further consideration of the role of this site based on the significant opportunities for enhanced urban renewal arising from consolidation of land parcels not envisaged in the Structure Plan and a number of recent changes in State and Local policy.

These recent policy changes include:-

- > Commitment to the Melbourne Metro Project with an expectation that the Arden Macaulay precinct will provide 37,000 additional jobs and 22,000 additional residents (MPA and MMRA estimate) to support the business case for the metro project, an ambition that requires all sites to be optimised and suggests that the previously proposed and enhanced intensification through greater heights envisaged in the Flemington Bridge neighbourhood where height is already a characteristic and where multi modal transit is most integrated should be encouraged subject to design excellence in execution. The Panel held in July 2015 did not have the benefit of certainty that this project would proceed at this time with the full commitment of the State Government only confirmed in late 2015 and confirmed in the budget of 2016.
- > Development of new planning tools within the proposed Central City C270 Amendment that puts in place a series of development bonus provisions where projects are able to deliver key policy initiatives and placemaking improvements such as affordable Housing, community infrastructure and public open space. Such an approach would be warranted for key redevelopment sites such as this and are implied in the proposed amendment on sites that have been marked with an asterisk as strategic development sites.

The Planning Scheme has provisions for strategic development sites marked with an **asterisk**. The current site sits at an immediate interface with a major modal interchange, elevated freeway interfaces is proposed to be covered by 2 separate DDO's; DDO 60A1 and DDO60A6 with the alignment based on the current title boundaries rather than any detailed assessment of the logical transitions between the northern main road and lower hinterland areas.



Importantly as a consolidated site (not envisaged in the plan), the site offers opportunities for a taller built form to its north western freeway interface. The road surface at this interface is approximately 18m above ground level, and the elevated 'tube' structure is approximately 26m high at its apex. The elevated highway is a visually dominant element throughout much of the Arden Macaulay area. The site as a consolidated site also offers inter-block connecting links

providing hinterland communities with improved access to rail tram and bicycle networks, and is of a scale, and in a context that supports housing diversity inclusive of affordable housing in a location that can leverage off adjoining community infrastructure both proposed and existing.

What we are seeking

Given the late nature of our submission we recognise that major change is not possible to DDO's and their boundary.

1. Designation as a Key Redevelopment Site

This submission seeks to alter the proposed planning controls to identify the site as a key redevelopment site within the Arden Macaulay Precinct, for reasons of:-

- > **Size** -at over 13000 sqm it is one of the largest sites in the precinct within single ownership
- > **Location and built form character**- at the gateway to the precinct, at a location where significant taller form is a characteristic of local character through both new and older residential development, and where opportunities for intermodal transit are especially rich.
- > **Transit oriented development location**- the site like the Arden precinct, enjoys especially diverse options for transport with direct access to major arterials, heavy and light rail and capital city bike networks and proximate access to regionally significant open space.
- > **Interface characteristics**- that support flexibility in design response given lower level interfaces to major roads and rail and mid-rise interfaces to elevated freeways suggesting that optimal amenity is available above 20m for northern oriented sites.

2. Consolidation of both land parcels into a single Mixed Use Zone MUZ

Due to its unique size and location, the site has the ability to provide public benefit through a range of design outcomes including (but not limited to):

- > **The provision of a range of public uses (for example a child care centre)**
- > **The provision of a public park, landscaping or through-link**
- > **The incorporation of affordable housing.**

3. Rewording of the height control as it applies to key redevelopment sites to allow for additional height on the basis of the inclusion of design elements that result in net community benefit

This submission seeks to make an amendment to the height control contained in DDO 63, to allow for some circumstances where a permit for additional height may be permissible, in line with the treatment of other areas such as A5, A6 and A7. We suggest that there are two options, both of which involve adding words to Table 2, under 'Absolute maximum height', in relation to Area A8. These are as follows:

- a) Add the words 'This absolute maximum building height does not apply to a key redevelopment site or if the development provides a child care facility of ## places or more'. Such wording is consistent with the wording proposed elsewhere by the Amendment; or
- b) Add the words 'This absolute maximum building height does not apply to a key redevelopment site or if a public benefit as calculated and specified in a manner agreed to by the responsible authority is provided, and the permit includes a condition (or conditions) which requires the provision of a public benefit to be secured via an agreement made under section 173 of the Planning and Environment Act 1987. Such wording is consistent with the wording now proposed within the Capital City Zone to allow a building to exceed the prescribed floor area ratio.

Summary

The project outcomes can make a significant contribution towards the required targets for jobs and housing as outlined in the Melbourne Metro Business Case document, as well as the needs of the local community for community infrastructure, affordable housing, open space and active links.

The project is supremely positioned for development with convenient access to existing public transport options and active trail networks, and in proximity of high quality open space assets.

The size of the consolidated sites will facilitate the realisation of high quality, staged built form outcomes, options on achieving the best traffic flows into and out of the site, high quality public permeability without relying on multiple landowners and developments to occur concurrently, and adequate scope for taller built form whilst managing interfaces.

The adjacency of the elevated Citylink highway structure and the proportions of the consolidated site, warrant challenge to the proposed height controls for the site to ensure that development is distributed across the site to maximise access to amenity and manage interfaces with neighbouring properties.

Yours sincerely



Rob McGauran

B. Arch. (Hons. Melb), B.A. (Fine Arts Melb.), P.D.M. (Melb.), LFRAIA, Architect
Director MGS Architects

Direct 03 9670 1800

Mobile 0411 596 270

Email rmcgauran@mgsarchitects.com.au

Hope I'm not too late.

Submission for agenda item 6.3 C190 Arden Macaulay attached

I'd also like to speak to it tonight.

Regards

Geoff Leach

**Arden Macaulay Submission
Future Melbourne Committee
Geoff Leach
2/8/16**

Population Estimates

Modelling by community members has shown population estimates could be significantly low, by a factor 2-4. Others will speak or make submissions to this point. Take the Shiel and Haines St developments, including Vaughan Terrace/Woolworths already approved and underway as evidence. This heightens the need for open space and other community infrastructure, e.g. schools.

Open Space

Focussing on just open space (but bearing in mind provision of community facilities in general).

Quoting from the panel report page (ii) Executive Summary:

“Council proposes rezoning VicTrack land to public open space against the wishes of VicTrack. This cannot be justified. There is no general pool of ‘government land’ and no Council power unilaterally to zone the land of a state agency to a municipal purpose. If Council wants the VicTrack land for open space it will have to buy it.”

This is a fundamental issue for Arden Macaulay, and was from the outset (glossed over in the officers report) basically removing the intended primary mechanism for provision of open space. Apart from which the suitability of the land along the Moonee Ponds Creek is debatable.

Arden Sidings: Chain of Ponds Park

As per my Melbourne Metro submission, propose a new large park along with recreation facilities and sports oval at Arden Sidings – for the ~40,000 extra people.

1873 Low Lands Commission

The 1873 Low Lands Commission considered the draining of the West Melbourne/Batman’s swamp.

On page 3 of the Final Report

"In its present condition the West Melbourne Swamp is admittedly a nuisance, injurious to health, and a disgrace to the city. We believe: that, at an outlay which is small in comparison with the important results. it will: effect, the swamp may be made into a most valuable property, devoted partly to a ****public park and gardens**** [my emphasis], and partly, perhaps, to purposes more directly useful for docks, cultivation, and grazing."



Abandon Amendment

Instead of pushing to the minister for approval in the hope that open space will be secured, abandon the amendment – revisit if and when the open space is secured. Prioritise great spaces.

Regards
Geoff Leach
2/8/16



From: Wufoo
Sent: Monday, 1 August 2016 11:47:04 AM (UTC+10:00) Canberra, Melbourne,
To: CoM Meetings
Subject: Council and Committee meeting submission form [#758]

Name: * Christopher Lamb

Email address: * christopher.lamb17@gmail.com

Contact phone 0423 099 121
number (optional):

Please indicate Future Melbourne Committee meeting
which meeting
you would like to
make a
submission to by
selecting the
appropriate
button: *

Date of meeting: * Tuesday 2 August 2016

Agenda item title: 7.1 Post travel report by Councillor Jackie Watts, Yangon

*

Please write your submission in the space provided below and submit by no later than noon on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

(the following is also attached for ease of handling)

The Australia Myanmar Institute (AMI), of which I am President, welcomes the report submitted to Council by Councillor Watts. We stand ready to assist Management with the investigation requested in Recommendation 6.3 in the Watts Report.

Although I have indicated that I would like to address the Committee on this it is likely that other commitments will make this impossible. If I can get to the meeting I would make the following points:

- Yangon is rapidly resuming its place as one of the most important business cities in South East Asia.
- AMI welcomes references the Lord Mayor has made to the possibility that Yangon might associate in the future with Business Partnerships Cities (BPC).
- Melbourne, as the only Australian BPC member, is well positioned to support this possibility. The trade and business relationship which this would open is of great potential value to Melbourne and

Australia.

– Evidence of this is available from the interest in Melbourne education opportunities from Myanmar.

The newly appointed Education Counsellor of the Myanmar Embassy in Canberra will visit Town Hall next week to take this point further.

– Melbourne and Yangon share many heritage commonalities, noted in Section 4 of the annex to the Watts Report.

– Melbourne has been accepted as a city which can provide advice and potentially support for Yangon as it opens a new page on urban planning.

– AMI ensures that the Australian Government (DFAT and the Australian Embassy in Yangon) is aware of these connections and the benefit they can bring to enhancing the capacity of governance at all levels in Myanmar for the future.

**Alternatively you
may attach your
written
submission by
uploading your
file here:**



[item_7.1.docx](#) 12.05 KB · DOCX

Please indicate Yes
**whether you
would like to
address the Future
Melbourne
Committee in
support of your
submission:**

*(No opportunity is
provided for
submitters to be
heard at Council
meetings.) **

Privacy I have read and acknowledge how Council will use and disclose my personal
acknowledgement: information.

*

Future Melbourne Committee, 2 August 2016

Item 7.1

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We look forward to hearing the outcome of the discussions in the Future Melbourne Committee on this important proposal.

Christopher Lamb

President, Australia Myanmar Institute, 43/27 Flinders Lane, Melbourne 3000. 0423099121