

**FUTURE MELBOURNE (PLANNING) COMMITTEE
SUPPLEMENTARY REPORT**

Agenda Item 5.1

CITY NORTH STRUCTURE PLAN

7 February 2012

Presenter: David Mayes, Manager Strategic Planning

Supplementary information

1. As requested by the Future Melbourne Committee on 6 December 2011 regarding agenda item 5.2, public submissions were invited on the final draft of the City North Structure Plan until 6 January 2012.
2. Eighteen submissions were received. A description of the consultation process and an analysis of the submissions are in the Community Consultation Report at Attachment 1.
3. A schedule of proposed changes to the final draft plan based on the analysis of submissions is at Attachment 2.
4. If the Structure Plan is approved by Committee, management will draft planning scheme amendments for the proposed land use zoning changes, built form controls, noise attenuation controls and public acquisition overlays on land identified as future public open space for Council to consider at its meeting on 28 February 2012.

Recommendation from management

5. That the Future Melbourne Committee resolve to:
 - 5.1. approve the City North Structure Plan including the changes set out in Attachment 2 to this report;
 - 5.2. authorise the Director City Planning and Infrastructure to make any further minor editorial changes to the Structure Plan prior to publication; and
 - 5.3. request that management report to Council meeting on 28 February 2012 on the proposed planning scheme amendments based on the approved structure plan.

Attachments:

1. Report on the Community Consultation
2. Summary of proposed amendments to each chapter of the City North Structure Plan
3. Future Melbourne Committee, Agenda Item 5.1, 6 December 2011

**FINAL DRAFT CITY NORTH STRUCTURE PLAN – REPORT ON THE
COMMUNITY CONSULTATION 6 Dec 2011 – 6 Jan 2012**

Executive Summary

1. On the 6 December, 2011 the Future Melbourne Committee requested a supplementary public consultation on the City North Structure Plan (final draft) from 6 December 2011 to 6 January 2012 with a view to considering the submissions and further changes to the final draft at its 7 February 2012 meeting.
2. The program of engagement included:
 - 2.1. inviting submitters to the previous consultation and individuals who had previously registered their interest in the project were to make a submission;
 - 2.2. advertising in local papers and on the City of Melbourne’s website, and;
 - 2.3. A verbal briefing for members of the Resident’s Associations on 20 December which was attended by 16 representatives from six associations.
3. In total, 18 submissions were received - 1 from a government agency, 4 from organisations/associations and 13 from individuals.
4. A summary of all submissions received and a City of Melbourne response is outlined in this report in Schedule 1. A full copy of all submissions is available online.
5. The key recommended changes to the Structure Plan are summarised in Attachment 2.

Notification of supplementary consultation period

1. The following notifications were undertaken to inform the public that the Final Draft Structure Plan was prepared and available for public consultation:
 - the City of Melbourne website (www.melbourne.vic.gov.au/futuregrowth) was updated with information on the consultation process, a download of the Final Draft Plan and advice on how to make a submission;
 - email or mail to individuals who submitted to the May-June consultation;
 - email to individuals who had already registered their interest in the project;
 - notification in the corporate advertisement on 27th December;
 - an advertisement in local newspapers;
 - the email address structureplans@melbourne.vic.gov.au was maintained for the community to engage with the Strategic Planning Team;
 - the Final Draft Plan was available for viewing at the Council House 2, Level 3 reception;
 - hard copies of the Final Draft Plan were provided on request.
2. Targeted correspondence was directed to the following agencies via email and/or telephone to advise of the consultation process:
 - Department of Planning and Community Development;
 - Department of Transport;
 - Department of Education and Early Childhood Development.

Direct consultation activities

3. On 20 December 2011 an information session regarding the City North and Arden-Macaulay Structure Plans was conducted for representatives of residents associations in or near the structure plan areas. This was conducted as a question and answer style forum. The following organisations were invited to attend:
 - Carlton Residents Association
 - EastEnders
 - Hardware Precinct Residents and Tenants Group
 - Kensington Association
 - Kensington Public Tenants Association
 - North and West Melbourne Association
 - Parkville Association

- Parkville Gardens Resident Association
- Residents 3000
- The Coalition of Residents and Business Associations (CoRBA)
- Flemington Association
- Residents About Integrated Development

The following people attended:

- Darragh O'Brien, Kensington Resident's Association
- Sharon Inkster, Kensington Resident's Association
- Geoff Cox, Kensington Resident's Association
- Bill Cook, NWMA
- Kevin Chamberlin, NWMA
- Geoff Lynch, NWMA
- Greta Bird, Carlton Resident's Association
- Ian Bird, Carlton Resident's Association
- Jennie Gallivan, Flemington Resident's Association
- Katie Miller, Flemington Resident's Association
- Marg L, RAID
- George Janko, Carlton Resident's Association
- Angela Williams, Resident, North Melbourne
- Lynn Cracknell, Carlton Resident's Association
- Warren Green, Carlton Resident's Association
- Tess Demediuk, RAID

Submissions on the Final Draft

4. Submissions to December 6 Future Melbourne Committee.
 - 4.1. Four individuals requested to present to a verbal submission to the FMC. Given the FMC's intention to defer the item, one individual declined to address the Committee. The verbal submissions and supporting documentation provided to the FMC by submitters were formally considered in the consultation process and are included in Attachment 1B below.
5. Submissions received on the Final Draft plan
 - 5.1. 18 submissions were received during the consultation period. A summary of all submissions received and a City of Melbourne response is included in schedule 1 below. This included 3 of the 4 submitters who presented to the December FMC who provided further content in addition to their FMC submission. A summary of all submissions and the City of Melbourne's response is included in Schedule 1 below.

Conclusion

6. The consultation allowed an additional opportunity for the public to provide input into the structure plan. The public consultation process lead to a diverse stakeholder base providing valuable feedback and input and further refinement of the structure plan. A summary of proposed changes to the Final Draft Structure Plan is included in Attachment 2.

Schedule 1. Summary of Submissions to the Final Draft of the City North Structure Plan and City of Melbourne response

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Aidone, John on behalf of Salvatore Aidone	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	a. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
Aidone, John on behalf of Salvatore Aidone		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	CoM Action	a. Noted.
Blair, Simone and Killingsworth, Ben	Individual	8. General comments a. In general, we welcome and support this plan and believe that it will significantly improve the North of Melbourne city.	a. No change required.	a. Noted.
		7. Sustainable Infrastructure a. We are particularly pleased by the concepts and plans in section seven. Section seven is fantastic and we hope that it will be realized in the coming years.	a. No change required.	a. Noted.
		3. Urban Structure & Built Form a. We are thrilled that the City North place will ensure that new developments will be subjected to a much higher built standard and a much higher sustainable design standard than minimum. Much of our concern around new developments is not actually about density, height or 'modernness' of design but about the quality of the construction and its green credentials. This plan will go quite far to support the development of beautiful buildings that are designed to last, to accommodate permanent residents and that will not have a detrimental impact on our environment.	a. No change required.	a. Noted.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Blair, Simone and Killingsworth, Ben		<p>b. Industrial heritage is just as valuable as 'domestic heritage'. City North has a rich industrial heritage however many industrial style heritage building do not appear to have heritage protect. The City North strategy should include special mention of these kinds of buildings and how they will be protected, especially since it is these building which are the usual sites of large scale redevelopments.</p>	<p>b. No change required.</p>	<p>b. The City North Structure Plan includes an action to undertake a review of the existing heritage overlay and grading. This heritage review has commenced and is being conducted in parallel with the Structure Plan. It is anticipated that the City North Heritage Review will be considered by the Future Melbourne Committee in mid-2012. The Heritage Review will make recommendations for inclusion of properties in the Heritage Overlay and will be implemented through a Planning Scheme Amendment.</p>
		<p>c. Heritage overlays can often directly or indirectly conflict with sustainability principles. For example, dwellings built in 1890 do not conform to the principles of ecologically sustainable design. While protecting the past is important it should not be to the detriment of the future. The City North strategy should provide comment as to how heritage 'gains' are balanced with ecological values. Heritage values should no longer significantly outweigh sustainable design principles. When determining the merit of renovations to existing dwellings within a heritage overlay other values should be weighed alongside heritage values. City North still retains many single story, single fronted and other small dwellings built on very small allotments affected by low heritage grading. Under current planning schemes it is very difficult to renovate these dwellings to create 'family homes' or housing that people can develop a long term commitment to. For this reason much of this housing stock is falling into disrepair as few people are prepared to invest in such dwellings. Heritage overlays should not become an impediment to investment in, and 'place commitment' to, older housing stock in City North. By developing more nuanced heritage planning schemes that ensure other values such as – sustainability, long term livability and occupant diversity - are considered when making determinations.</p>	<p>c. No change required.</p>	<p>c. The Heritage Overlay is an important mechanism for preserving socially and culturally valued buildings and the character of places. It is important that environmental sustainability is balanced with principles of social and cultural sustainability in the assessment of the redevelopment or modification to a heritage place.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Blair, Simone and Killingsworth, Ben		<p>2. Activities & Land Use a. A hub should not entail one-stop 'mega store' shopping. A hub should entail and encourage specialty shops – eg a newsagent, florist, cobbler, deli etc. that line a street rather than an undercover shopping centre with limited range of businesses or simply a Coles and a Safeway. Hubs such as these encourage social connectivity and engagement with surroundings. It would be useful if the strategy defined a 'hub' better.</p>	<p>a. Include action in Strategy 2 for the preparation of a master plan for the local centres and hub.</p>	<p>a. To ensure the development and design of the proposed local centres and hubs are further considered through additional planning. This will include the preparation of a master plan for the Carlton United Brewer and Queen Victoria Market hub and the Haymarket hub.</p>
		<p>4. Transport & Access a. Strategy 2 - Expand and upgrade cycling networks. Advocacy should extend to local police force to encourage police to consider bicycles as worthy of protection as other road users.</p>	<p>a. No change required.</p>	<p>a. The City of Melbourne's draft Transport Strategy contains a range of actions for promoting cycling safety which would need to be advocated for across the municipality.</p>
		<p>b. Strategy 3 - Promote a walking city. Advocate for pedestrian-friendly traffic signals that signal green with traffic flow without having to be activated.</p>	<p>b. No change required.</p>	<p>b. The City North Structure Plan includes an action to work with VicRoads to improve pedestrian priority at street crossings to reduce pedestrian delays. Further research would be required to determine the most appropriate way of delivering pedestrian priority.</p>
		<p>5. Public Realm a. Protect and enhance the quality existing open spaces (Lincoln and University Squares) - Consider implementing free wi-fi within some key City North public spaces – particularly parks. This strategy has worked well in other major cities, e.g. Paris where a diverse group of people – parents, tourists, business people – use the space to check emails etc.</p>	<p>a. No change required.</p>	<p>a. The City North Structure Plan recommends the preparation of a master plan to guide future design and upgrades to University Square and Lincoln Square. The implementation of free wi-fi and other initiatives can be considered through the master plan for these specific spaces.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Blair, Simone and Killingsworth, Ben		<p>6. Community Infrastructure</p> <p>a. Strategy 5 - Provision of affordable, accessible and diverse housing. Encourage permanent residency by ensuring a greater number of high quality, highly livable and high investment potential dwellings. One of the least catered for groups in City North are permanent residents. City North tends to attract people who live there for one to two years – e.g. students and young couples – who then move to the ‘suburbs’ where they may spend the rest of their lives. Lack of permanent residents is detrimental to the community as transient residents have no incentive to invest in place and relationships. If people do not want to live in City North for more than a couple of years then it is unlikely that the kinds of vibrancy and sociability that this plan aspires to will be achieved.</p>	a. No change required.	a. The City North Structure Plan proposes a range of initiatives to support the growing community. Improvements to the delivery of community infrastructure, local services, upgrades to open spaces and public transport are likely to attract a diverse range of people to the area to live permanently or temporarily.
		<p>b. Strategy 7 - Provision of creative and cultural spaces. Ensure that activity spaces are inclusive of light industrial, artisan and other commercial spaces. Encouraging creative spaces is a somewhat ubiquitous aspiration. City North should certainly encourage such spaces but not at the expense of say a ‘button factory’, furniture maker or brewery for example.</p>	b. No change required.	b. The City North Structure Plan recommends that the <i>Creative Spaces</i> program investigate opportunities for underutilised and vacant buildings to integrate workshops, studios and other arts related spaces. This initiative will not encourage the development of creative spaces at the expense of existing businesses and industries.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Carlton Residents Association	Organisation	<p>6. Public Realm</p> <p>a. The Draft Plan states states “long-term vision and strategy for provision of open space and parks”. This seemingly does not include Carlton, where open space and parkland are significantly decreasing, while the City of Melbourne celebrates rapidly increasing built space (20% since 2002, Melbourne News Dec-Jan, p.5). There is significant loss of parks to hard surfaces: e.g. University Square has been considerably reduced by the northern third becoming a M.U. car park roof. The entire eastern section of Lincoln Square was hard-surfaced for the Bali Memorial and is utilized as a skate park. The need for a skate park can be argued but is exclusive, and mitigates against the contemplative intention of the Bali Memorial. Public use of parks is further restricted by periodic closure for commercial exploitation (e.g. MIFGS on Carlton Gardens). 3.5 ha of open space on the Public Housing Estates has been sold for private development. As result 4,500 public housing tenants have only 0.2 ha remaining open space, plus the limited, as yet undeveloped Neill St reserve which must also service nearby Carlton residents.</p>	a. Include recommendat ion in Strategy 5 and the design action to explore opportunities to expand Lincoln Square and University Square into surrounding streetscapes.	a. To maximise green space in City North and improve the quality of parkland in Carlton.
		b. We strongly support reinstatement of the Princes Park Sewer Mining proposal for water recovery, which would provide very efficient irrigation for all Melbourne Parks and Gardens.	b. No change required.	b. Princes Park is beyond the City North Structure Plan area.
		c. Given the substantial population expansion which the Carlton and United Brewery development will entail, additional parkland/open space should be included on that site. The CRA strongly urges that the structure plan designate that Council seek additional parkland provisions, e.g. on the CUB site.	c. No change required.	c. An open space is included in the Carlton United Brewery redevelopment.
		d. Princes Park and Royal Park are inaccessible to most Carlton residents, being 1.5 km from Central Carlton and separated by two major arterial roads.	d. No change required.	d. The City North Structure Plan includes recommendations in Strategy 3 to improve pedestrian and cycling access to public space on the periphery of City North, including Royal Park and Princes Park.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Carlton Residents Association		e. CRA's campaigns for additional median planting and greening have been lost to demands for onstreet parking, despite under-utilized off-street parking facilities	e. No change required.	e. The City North Structure Plan includes recommendations in Strategy 2 to enhance the role of City North's streets in the public realm network, including the maximising the road reserve dedicated to landscaping along Pelham Street to create a green spine linking the Haymarket civic space to University Square, Lincoln Square and the Carlton Gardens. The indicative street sections in the Appendix indicate where new medians have potential to be designed into streets in City North.
		<p>6. Community Infrastructure</p> <p>a. The Structure Plan shows no commitment to include on of Carlton's core needs - a comprehensive library and large community meeting space. Carlton has no social and community infrastructure, no public buildings, no library, no meeting spaces, no town hall. For some, Carlton is a wonderful place to live, but many are excluded; particularly public housing tenants are alienated and isolated, because of the lack of community infrastructure. The Office of Housing reneged on its promised plan (Panel Hearing Nov 2006) to provide 700sq.m. space for direly needed community facilities on the Housing Estates Carlton school children have no library access. A comprehensive library is essential, to facilitate integrated activities for all Carlton – developing / building / sustaining community / creating well-being - space where all Carlton can be community. While every other CoM precinct has or is being provided with a comprehensive library, the City of Melbourne plans a ‘consultation’ to establish which of Carlton’s dire needs can be met. The community should not be forced to choose between facilities for the whole community, and specialist services. It should not be a case of either/or. Both vital community needs can, and should, be met.</p>	a. No change required.	a. The City of Melbourne's Community Infrastructure Plan will consider and determine the appropriate location and specific delivery services within City North's community hubs as identified in Strategy 1. The City North Structure Plan recommends that provision of a library should be considered in the development of community hubs in the Community Infrastructure Plan. The delivery of services and infrastructure within City North would also be subject to a feasibility study. Other facilities and services including family services, childcare facilities, preschool education facilities, aged services, playgroups, planned activity groups, community art activities, youth support services, neighbourhood house programs, community and mental health services and allied health services will also be considered for delivery within these proposed community hubs.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Carlton Residents Association		b. The Draft Plan states that “a community hub is being developed at the KSC”, which will offer “a range of community facilities and services”. The 1691sq.m property is inadequate to accommodate a full library, a large community meeting space, and all the services vital to Carlton. The CRA strongly urges the structure plan designate the Kathleen Symes Centre for comprehensive library/community centre and other inclusive facilities.	b. No change required.	b. The City North Structure Plan refers to the development of a community hub at the Kathleen Symes Centre located to the immediate east of the area as parts of City North would be within the service catchment. However, it does not specifically refer to what would be provided within this Centre as this is subject to a separate consultation process.
		c. Additional space for services, particularly those targeting public housing tenants, is urgently required.	c. No change required.	c. The City North Structure Plan recommends that a range of services and facilities be considered for delivery in the community hubs. The review of the Community Infrastructure Plan will consider the appropriate location and specific delivery of services within each hub.
		d. The CRA strongly urges the structure plan designate additional space i.e. the former Carlton Police Station, to accommodate the other, specific services, e.g. for Public Housing tenants. The vacant Carlton Police Station will shortly be available for purchase or lease, and presents a unique opportunity to gain additional community space. This 638 sq.m. property has been declared surplus to police needs, is ideally situated, and eminently suitable for adaptive re-use by a range of local community organisations. Total refurbishment is of course necessary, and federal funding assistance has been offered by Federal Govt Minister Adam Bandt. Planning Minister Matthew Guy is supportive of sale of the Police Station to the Council. This is a unique opportunity for Council to acquire accommodation for community service providers in Carlton. Major advantages of the former Police Station are its large size and its ready accessibility to Carlton’s areas of disadvantage. The CRA strongly urges Council to formally express this space requirement to the Government and formalize its interest in acquiring the Police Station.	d. No change required.	d. The Carlton Police Station is located beyond the City North Structure Plan area. There is potential for the City of Melbourne to consider the appropriateness of the site for community infrastructure provision through the review of the Community Infrastructure Plan and engage in a separate process to ascertain the intentions for the site with the Department of Treasury and Finance.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Duckworth, Mark	Individual	<p>9. Process & Implementation</p> <p>a. Object to the very short timeframe for comments, in particular as this period was over the Christmas/ New Year period when many people are away. This is a long and complex document of great significance to the people of Melbourne and the citizens of this city should have the time to make considered comments on it. I reserve the right to provide further comments at a later date.</p>	a. No change required.	
		<p>b. Two separate plans for the areas within North Melbourne and South Carlton should be developed instead as “City North” is a fiction. The area encompassed by City North includes parts of North Melbourne and Carlton that already have their own distinct character. They do not need one imposed on them by the council. The areas separated by the very busy Elizabeth Street and Haymarket Roundabout will not develop the way that the Plan envisages because they are already part of existing separate communities.</p>	b. No change required.	<p>B. The boundary of the Structure Plan has been informed by the Municipal Strategic Statement Growth Framework Plan, site inspections of predominant land use and development characteristics and consultation with stakeholders. It is important that the adjacent suburbs of Melbourne, North Melbourne and Carlton are considered in the same plan to ensure that they are well integrated with infrastructure, community facilities and services and improved open spaces.</p>
		<p>c. The whole plan is based on a new Metro being built. The Department of Transport will be beginning community consultation on the new Metro this year (2012). The Department of Transport states that “The State Government is proceeding with the formal planning for the project so that when funding is available construction can commence quickly. This is a major project of national significance and can only proceed with the support of the Commonwealth Government. No date for commencement of construction can be set until an agreement has been reached on construction funding.” The Structure Plan cannot be finalised until the actual plans for the new Metro are known.</p>	c. No change required.	<p>c. The Metro station is not the only trigger for change in City North as this is already underway due to the expansion of key institutions in the area, the Carlton United Brewery redevelopment, and State Government investment in medical facilities. City North is an appropriate area to direct growth to as it accommodates a large number of jobs and is located in proximity to the city, enabling opportunities for walking and cycling. The City North Structure Plan will assist to manage this growth and change. City North is well serviced by trams, buses and Flagstaff and Melbourne Central stations to the south. The reliability of bus and tram services is impacted by traffic and insufficient priority. The City North Structure Plan proposes upgrades to streets to enhance the priority given to public transport. The City of Melbourne will continue to advocate to the State Government for investment in the Metro to serve the growing residential and worker community, in addition to extensions to the tram network to create new routes.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Duckworth, Mark		<p>3. Urban Structure & Built Form</p> <p>a. All height controls must be mandatory otherwise it will not be possible for the Council to meet its strategy of creating “great streets” or to meet its objective around solar access. The Plan sets out Principles for the “intimate, charming and layered character “to flourish and for new development to “respect and integrate with the existing urban heritage fabric. What is likely to happen is that developers with little concern for the long term liveability of the City will be granted permits to build poorly designed high rise above the set height limits and as a consequence none of these principles or strategies will be met.</p>	a. Incorporate clarity on extent of mandatory and discretionary height controls.	a. To provide certainty on preferred future development outcomes.
		<p>b. The plan is full of inconsistencies. Principle 2 is about creating a liveable local neighbourhood but the measures will, based on what the Council is currently allowing to be built, result high rise buildings without character. High rise and high density are not the same things. The Council should take note of the recent comments attributed to the Associate Victorian State Architect Jill Garner “... the extreme density of the high-rise apartment towers sprouting across the inner city is not the answer either, she says. Those buildings are aimed at investors not occupiers.”</p> <p>The plan needs a stronger emphasis on good design. The Office of the Victorian Government Architect has stated that “local government has a vital role to play in creating great places for people to live through pro-active approaches that promote good design from the earliest stage”. Good design needs to be a clearly articulated principle in the Plan. Many recent developments in the area covered by “City North” are poorly designed and add nothing to the character or liveability of the area.</p>	b. No change required.	<p>b. The City North Structure Plan proposes a range of height limits in the area. Lower height limits have been retained in areas with an interface with existing established areas, with heights increasing near activity centres and closer to public transport services. Proposals for buildings will need to meet the performance criteria established in the structure plan which includes:</p> <ul style="list-style-type: none"> -providing a minimum of five hours of sunlight to ground floors; -a minimum building height at the street edge that is half the street width and a maximum height equal to the street width on all streets; -zero metre setbacks at ground floor to delineate the public realm; -active ground floors along primary street frontages; -at least 5 lower floors to have habitable uses (commercial or residential) to street frontages and laneways.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
<p>Duckworth, Mark</p>		<p>c. Retain the current mandatory height controls of DDO32 between Courtney Street and Flemington Road as the increased height limits in the area are quite arbitrary and cut through the middle of existing streetscapes.</p>	<p>c. Refine transition of heights from 14m in Courtney Street to 40m in Flemington Road. (Replace figure 3.8 with figure A in attachment 2). Update key in Figure 3.8 and text to show the 14 metre height control along Courtney Street retained and include a new colour to indicate the 16 metre height controls.</p>	<p>c. The mandatory 14 metre height limit established in DDO32 will be retained along Courtney Street. In addition, the transition from Courtney Street to Flemington Road will be refined to ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character. The key for figure 3.8 will also be updated to clearly denote the retention of the 14 metre height control along Courtney Street and the areas of existing 16 metre height controls.</p>
		<p>10. General comment a. I know from speaking to other in my community that there is a lot of disquiet about this plan and not everyone who is concerned is able to make a submission.</p>	<p>a. No change required.</p>	<p>a. Noted.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Foster, Patricia	Individual	<p>10. General comment</p> <p>a. Existing housing should have priority regarding overshadowing, parking, access to travel space and availability to parks for passive enjoyment for all people. Trains and trams should not be constantly overcrowded, as they are now, where infrastructure is not keeping up with need. When considering new applications for building housing, planning should not move ahead of existing infrastructure like gas and water pipes, electricity, sewerage. We should not be hearing of sewage being released into the rivers or the sea. All services should have a safety margin of capacity.</p>	a. No change required.	<p>a. Many of the propositions of the City North Structure Plan protect the amenity of existing residences. This includes:</p> <ul style="list-style-type: none"> -Built form controls which minimise overshadowing. This is also supported in the Melbourne Planning Scheme; -A well managed resident only parking scheme which prevents over-subscription and removes access to the scheme for new additional dwellings which increase site density; -Identifications of new public open spaces and upgrades to existing open spaces for enjoyment for all people; -Identification of potential upgrades to public transport. -Identification of potential infrastructure upgrades in a sustainable manner.
		<p>3. Urban Structure & Built form</p> <p>a. It would be a good idea if houses reverted to having eaves, overhead cover over doors and windows and verandas and good sound insulation. All new buildings should have to provide solar panels because it is not easy to retrofit them and developers and landlords will mostly adopt the option with the best return to them, minimum standards or whatever they can get away with. Student housing should be strictly limited, as todays clever student housing with insufficient parking becomes tomorrows substandard and problem housing.</p>	a. No change required.	<p>a. The Melbourne Planning Scheme and Building Code provide the guidelines, standards and requirements for detailed building design.</p>
		<p>4. Transport & Access</p> <p>a. Bikes are given too high a priority, they are not suitable for everyone. It is not easy for a mum to carry home the weekly family shop on a bike. Not safe for an 8-year old to travel by bike in heavy traffic, nor know the road rules. Old people do not want to ride bikes. Bike riders do not pay registration or insurance but use the roads for free and resources are expended to provide for them. Where there are shared footpaths it is often an unpleasant experience for the pedestrians. It can make you feel quite nervous.</p>	a. No change required.	<p>a. City North Structure Plan contains a range of recommendations for all transport modes to ensure a high level of access. This includes including identification of potential upgrades to public transport, walking and cycling networks. Cycling provides one option for accessing the City North area in a sustainable manner. Upgrades to bicycle paths are needed to ensure improved safety for cyclists, in addition to motorists and pedestrians. Where appropriate, bicycle paths will be separated from pedestrian paths.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Foster, Patricia		<p>9. Process & Implementation</p> <p>a. Before demolition permits are granted, avenues should be explored to see if this is the best option for the community, because once you throw away an opportunity for short term gain, or rates, that can be a lost opportunity forever. Examples where schools have been demolished and housing erected, families move in, have children, need school but no longer land for schools.</p>	a. No change required.	a. Requirements for a demolition permit are included in the Melbourne Planning Scheme.
General Merchandise Traders	Organisation	<p>9. Process & Implementation</p> <p>a. Our interest is dominated by the lack of consultation on the plan and its implications for hundreds of individual businesses operating at The Queen Victoria Market. Hundred's of individual businesses operate at The Queen Victoria Market and we believe they all qualify as key stakeholders in issues that specifically impact on the market. We understand that community consultation on the City North Structure Plan began in September 2010. General Merchandise Traders received their first advice just two days prior to the Information Meeting on 26th May 2011. The offer to attend was made by MCC through the QVM. It then took an approach by us direct to Strategic Planning in late November 2011 to have us included on the relevant MCC mailing list. Key stakeholders were not briefed on the implications of the City Structure Plan nor invited to participate in a meaningful way.</p>	a. No change required.	a. The preparation of the City North Structure Plan included consultation workshops conducted in September 2010 and notification of all property owners in the area of draft City North Structure Plan available for consultation. In addition, information was available on the City of Melbourne website. Disagreement with the process is noted.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
General Merchandise Traders		<p>2. Activities & Land Use</p> <p>a. There is a lack of attention given to the unique nature of our trading at the market.</p>	a. No change required.	a. The City North Structure Plan refers to the Queen Victoria Market as a cultural icon and key attraction. In addition, it refers to the need for the unique retailing offer at the market and the need for surrounding uses to complement this.
		<p>b. The constant reference throughout the draft plan to the food content of the market's offering and its relevance to local and community groups does not give the full picture and could, if left unattended, create a misleading impression of the market's role in Melbourne. The comprehensive, rich and varied offering in the fruit, vegetable, dairy, poultry, meat, fish, and delicatessen food areas of the market are significant and unique but only represent around 40% of the businesses at the market. General Merchandise Traders, represent around 60% of the market. To consider or describe the market as primarily a source of fresh food is inaccurate and misleading. It excludes from consideration the majority of traders and their ongoing contribution to the market and the city and a large slice of the customer base. Over 70% of General Merchandise customers are tourists – mainly interstate, some regional, and some international. These tourists come to the market for an overall market experience but we believe the bulk of their purchasing is done at the top end of the market not in the food section. The food offering provided by the QVM is an important and integral part of the overall market, but it is just one part of a complex market structure.</p> <p>The market is one of Melbourne's major features of differentiation which has contributed and continues to contribute to making Melbourne a place to visit, shop, and come back to. Shopping centres are found in all states but the market helps make Melbourne special and competitive.</p> <p>The Queen Victoria Market is certainly a unique feature of Melbourne, but it is fragile and changes should take place with full consultation, sensitivity, and an understanding of its unique makeup.</p>	b. No change required.	b. The City North Structure Plan refers to the Queen Victoria Market as a key attractor for tourists and local activity hub where the community shops and socialises. The Structure Plan recommends that there is opportunity for the market, which is located in the heart of the growing City North, to be enhanced as a local centre and destination by enhancing the provision of community, cultural and social activities which complement the operations of the market and supports the needs of the growing community. The Structure Plan does not refer to the future retailing profile of the market with respect to general merchandise or fresh food, however, recommends to optimise this space to enhance its vibrancy.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Green, Kate	Individual	<p>3. Urban Structure & Built Form</p> <p>a. The writing in the second paragraph on Courtney St on p.36 is very unclear: there is no written indication of where the 24m height limit would commence, and appears indeed to contradict the first paragraph about the 14m limit.</p>	a. Refine transition of heights from 14 metres in Courtney Street to 40 metres in Flemington Road.	a. To ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character.
		b. Some improvements have been made to the previous draft plan for Courtney Street, North Melbourne, through recognising its low scale character and heritage buildings.	b. No change required.	b. Noted.
		c. It is stated on page 36 that the 14m height control on the east side of Courtney Street should be retained. Most, if not all existing buildings on the east side of Courtney St are considerably lower than this.	c. No change required.	c. The 14 metre mandatory height control limits the maximum height of development. The existing DDO32 will be retained. This includes the built form outcomes that 'new development respects existing built form especially low scale of the existing older building stock in the street' and provides a 'transition to the lower building forms'.
		d. It is further unnerving to look at Figure3.8. The colour code for the east side of Courtney St indicates a height range of 14-16m. It needs to be clear that it is a 14m limit.	d. Update key in Figure 3.8 and text to show the 14 metre height control along Courtney Street retained and include a new colour to indicate the 16 metre height controls.	d. To clearly denote the retention of the 14 metre height control along Courtney Street and the areas of 16 metre height controls.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Green, Kate		e. The statement “a 24m height limit will improve the pedestrian experience by creating a greater definition within these streetscapes” along Courtney Street is garbage. Taller buildings do not improve the pedestrian experience and “creating a greater definition” is a meaningless phrase. These empty words masquerade as a rationale for desirability of taller buildings. The last sentence in this paragraph is also garbage: of course buildings up to 24m are going to adversely affect the amenity of adjacent buildings of 14m or less.	e. No change required.	e. The transition to a 24m height limit, closer to Flemington Road, will enable good solar access to the streets, high levels of natural light and a scale that is in proportion to the street width. The structure plan also includes design objectives for active streets and articulated street frontages. These provide additional interest and stimulation within the street to enhance the pedestrian experience.
		<p>4. Transport & Access</p> <p>a. The plan proposes greatly increased height limits of 24m and 40m (and thus greatly increased population) towards Flemington Rd. Many of these potential new residents would try to access the 55 tram route in Flemington Rd, but it is already too crowded! Indeed, the Route 55 tram, city bound in the morning, is the most over-crowded tram service in Melbourne (The Age 5/9/11). Not to mention again that the Melbourne Metro stations, which the plan assumes, do not exist.</p>	a. No change required.	a. Through the implementation of the City North Structure Plan the City of Melbourne will advocate to transport authorities for improvements to the public transport network, including the development of a north-south tram route through the Haymarket roundabout to provide a link between Royal Parade and the Peel-William Street tram lines. An extension to the tram along Victoria Street is also proposed. The efficiency of existing bus routes will be improved by establishing priority along streets.
		<p>8. Appendix</p> <p>a. I found it almost impossible to read the diagrams in Appendix 1 in the printed version of the plan, and there was no link back into the text. However, it appears that the plan would convert the existing grassy median strip in Courtney Street to the north of Wreckyn St into car parking! This would be tragic for social, visual and environmental reasons. It would be a significant loss of scarce green open space, which is currently used to walk dogs, meet neighbours, sit in the sun and picnic, as well as used by native birds to forage for food in an already densely built environment. Tarring over the grass would also damage the precarious health of the existing gum trees, especially with climate change and lack of rain already a problem.</p>	a. Enlarge text and graphics in the Appendix. Provide references to the appendix in the structure plan where relevant. Indicate that street sections are indicative only.	a. To ensure the street sections are legible and clear and that the street sections are referred to, where appropriate in the structure plan. The street sections are indicative. The indicative Street Type 3 which is applicable to 30 metre wide streets in City North proposes a space for car parking and/or median planting. The implementation of any upgrades to these 30 metre wide streets would be subject to the preparation of a public realm master plan that will include new street designs appropriate for each street.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Marazita, Gregory	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	a. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	a. No change required.	a. Noted.
Munro, Robert	Individual	2. Activities & Land Use a. The final Draft appears to downgrade Commerce in favour of nebulous activities, boulevards with super tram stops, bikes and trees.	a. No change required.	a. The City North Structure Plan proposes a rezoning of much of the area to the Capital City Zone which will facilitate a greater diversity of land uses.
		b. Too much emphasis on learning.	b. No change required.	b. Noted.
		c. The Queen Victoria Market assumes an importance far and above its actual importance to the area. QVM is a wasteland of 18 acres at the front door to the CBD of Melbourne City. It works on a part time basis, 5 days a week or which only one - Friday - is a full day.	c. No change required.	c. The City North Structure Plan identifies the importance of optimising the Queen Victoria Market to support its role as a cultural icon and key attraction.
		3. Urban Structure & Built Form a. The Draft has very restrictive height controls and unnecessary heritage controls which will inhibit good development and not encourage continued uses.	a. Incorporate clarity on extent of mandatory and discretionary height controls.	a. To provide certainty on preferred future development outcomes.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
North and West Melbourne Association	Organisation	<p>10. General comments</p> <p>a. The NWMA welcomes forward thinking about planning. However, the proposed Municipal Strategic Statement (MSS) and ancillary Structure Plans (SPs) seek to optimise in only one primary direction, excessively prioritising growth above other directions. Our position is that the SPs, and the MSS which refers to them, are unready and councillors should seek major changes to them. More specifically, the whole Arden Macaulay (AM) SP should be excised pending clarity about Melbourne Metro (MM), and the City North (CN) SP should be altered in substantial ways.</p>	a. No change required.	a. Noted.
		<p>b. The proposed MSS and the key Structure Plans on which it rests excessively prioritise catering for population growth – as the very term ‘future growth’ indicates. Other equally, or more, important considerations, such as provision of social and civic infrastructure, to match existing needs, let alone future needs, are treated at best as secondary. For example, extra school capacity is needed now, before any rezoning or urban renewal in either Arden Macaulay or City North. The current MSS provides growth opportunity that has already saturated existing school capacity, and of course Docklands has none. Essentially the Structure Plans represent a ‘rack, stack and pack’ approach – modern-day Corbusianism. No other options with more modest growth scenarios with different trade-offs, including community wellbeing and liveability etc, were countenanced or discussed. Significant, completely adequate growth opportunities could be achieved but with much better planning and outcomes for the community.</p>	b. No change required.	b. Noted.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
<p>North and West Melbourne Association</p>		<p>9. Process & Implementation a. Having major submissions due in a short time frame over the holiday period is just one example of the problems we see with the process as it has been conducted – at odds with good and proper consultation. From the outset the ‘consultation’ process has been to railroad through a preferred approach, without inviting true community participation and input. This has been exacerbated by constant short deadlines and response times, with no satisfactory explanation and responsibility shifting as to their setting. Our understanding is should the Future Melbourne committee approve the structure plan adoption then the intention is zoning and other planning amendments be put forward to Council with no opportunity for comment at the very next meeting cycle.</p>	<p>a. No change required.</p>	<p>a. The Future Melbourne Committee resolved on 6 December 2011 that any future agenda items regarding significant strategic plans or policies allow for a minimum 14 day period for further comment or submissions. The Future Melbourne Committee resolved to make the City North Structure Plan available for comment for a period of 4 weeks to enable additional time for comments to be provided due to the holiday period. Disagreement with the process is noted.</p>
		<p>6. Community Infrastructure a. Further, social and civic infrastructure – schools in particular – should be built immediately, before any further growth is fostered.</p>	<p>a. Include map of proposed sites for integration of community infrastructure.</p>	<p>a. To provide clarify regarding the location recommendations of the City North Structure Plan for the provision of community infrastructure to service the area. The City of Melbourne is in the process of preparing a Development Contributions Plan to assist fund this community infrastructure. The City of Melbourne will continue to advocate for the Department of Education and Early Childhood Development for the development of a new school to service City North.</p>
		<p>b. Repeatedly, officers have been reluctant to specifically zone potential school sites, for example PUZ (a common zoning for schools), so as to reserve them.</p>	<p>b. No change required.</p>	<p>b. The application of a Public Use Zone does not result in the development of a school. The Department of Education and Early Childhood Development is responsible for building and funding schools. The City of Melbourne will continue to support the DEECD to identify appropriate sites for the delivery of a school and will advocate for new schools to service the City North area.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
North and West Melbourne Association		<p>3. Urban Structure & Built Form</p> <p>a. The height limits should be mandatory. It has been apparent in the process that officers have entrenched views against mandatory height controls, believing them to be both undesirable and unachievable. To some extent this is simply planning orthodoxy, but it probably reflects planners' biases, both at council level and, possibly more importantly, in the state Department of Planning. This is despite the fact that some areas in North and West Melbourne already have mandatory height limits, (re)introduced in a significant amendment to the Melbourne Planning Scheme about 10 years ago and retained since through various MSS updates and other planning scheme amendments. By and large, we consider that the mandatory height limits have worked well. Other inner-city councils have since sought and seen them introduced into their planning schemes. Instead of mandatory height limits, deceptive discretionary height limits are proposed – deceptive in that they are not 'limits' in any sense that matters, or that the community understands. For example, there have been instances where developer proposals exceeding discretionary height limits by up to a factor of 2.5 have been approved at VCAT, even when refused by the City of Melbourne. Council has recommended some at this 2.5 level factor too. 'Artistic images' and 'indicative illustrations' in the SP documents, e.g. p28, 37 and 43 intended to give the reader a sense of what the future built form might be, depict existing buildings and future developments which are only as high as the discretionary height limits. This is deceptive.</p>	a. Incorporate clarity on extent of mandatory and discretionary height controls.	a. To provide certainty on preferred future development outcomes.
		b. Reduce height limit of Flemington Road to 30 metres (approximate height of new developments between Villiers and Harcourt Streets). Likewise along Elizabeth Street to match recent developments.	b. No change required.	b. The City North Structure Plan proposes a height limit of 40 metres along Flemington Road which is considered appropriate given the proximity of the area to the CBD, the provision of existing public transport infrastructure and the width of this street.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
North and West Melbourne Association		c. The southern boundary should run along the existing DDO 32 boundary, which is parallel to Courtney Street and Flemington Road, instead of Courtney Street. This would fully recognise in the planning scheme the primarily low-scale residential nature of the north side of Courtney Street, which has been encouraged and emerged under the current (and prior) MSS.	c. No change required.	c. The boundary of the Structure Plan has been informed by the Municipal Strategic Statement Growth Framework Plan, site inspections of predominant land use and development characteristics and consultation with stakeholders. This boundary enables the block between Courtney Street and Flemington Road to be considered in the Structure Plan to provide a transition to established areas.
		d. Reduce the intermediate height limit area between Courtney Street and Flemington Road to 16 metres to be more compatible with the existing development to the south of the current Red Cross site along Mary Street, instead of promoting developments that dominate and overshadow it. Its boundary should be moved north to at least Mary Street and possibly the boundary of the current Red Cross building.	d. Refine transition of heights from 14 metres in Courtney Street to 40 metres in Flemington Road.	d. To ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character.
		e. The western boundary should be along Peel Street instead of Capel Street in which there is a R1Z and primarily heritage terrace houses.	e. No change required.	e. The boundary of the Structure Plan has been informed by the Municipal Strategic Statement Growth Framework Plan, site inspections of predominant land use and development characteristics and consultation with stakeholders. This boundary enables both sides of Peel Street to be considered in the structure plan, and a transition to the established areas to the west.
		5. Public Realm a. Additional open space for North and West Melbourne is inadequate. Likewise active recreation facilities, for example, no new sports ovals are proposed or identified.	a. No change required.	a. The City North Structure Plan identifies opportunities for new open space in the area.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
North and West Melbourne Association		2. Activities & Land Uses a. Retain the R1Zs at the corner of Courtney and Harcourt Streets and in Capel Street. Given the primarily residential development along the northern side of Courtney Street, the area between Harcourt and Villiers Streets should be rezoned R1Z with a boundary along Mary Street. This should also apply for the northern side of Courtney Street between Villiers and Wreckyn streets south of the Lort Smith Animal Hospital although there is no lane or street to mark the boundary.	a. No change required.	a. The application, and retention of the Mixed Use Zone in these areas is considered appropriate as it is essentially a residential zone, which also provides greater opportunity for the integration of a range of complementary services.
Opat, Pauline on behalf of Binala Pty Ltd	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	a. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	a. No change required.	a. Noted.
Opat, Rowan on behalf of Kenneth D Opat Nominees Pty Ltd	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	e. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	a. No change required.	a. Noted.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Opat, Sam on behalf of Kenneth D Opat Nominees Pty Ltd	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	a. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	a. No change required.	a. Noted.
Palaia Nominees Pty Ltd, submitted by Gregory Marazita	Individual	3. Urban Structure & Built Form a. Support a discretionary height Limit of 24m. This standard should contemplate greater height limits of 40m+.	a. No change required.	a. The City North Structure Plan proposes an increase of the current 14 metre height limit along Victoria Street to 24 metres to support an increase in the intensification of activity in the area whilst providing a suitable transition in scale to stable areas with a high prevalence of heritage buildings. Any proposal to exceed the height limit would need to demonstrate compliance with the criteria outlined in the structure plan.
		2. Activities & Land Use a. Support the Victoria market precinct and its surrounds being identified as an Urban Renewal Area. Support redevelopment of Victoria Market.	a. No change required.	a. Noted.
PDG Corporation	Individual	10. General comment a. Generally supportive of the proposed amendments to the final draft City North Structure Plan. We applaud the City of Melbourne for undertaking steps towards urban renewal, allowing obsolete buildings to be replaced with appropriate, sustainable outcomes with benefits to the community for future generations.	a. No change required.	a. Noted.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
PDG Corporation		<p>3. Urban Structure & Built Form</p> <p>a. Increase the height restriction to 60 metres to the Haymarket corner fronting Elizabeth, Berkeley and Pelham Streets, with setbacks to match other sites fronting the Haymarket roundabout. The final draft structure plan has identified the Haymarket precinct as having 'potential to be an iconic gateway to the Central City' and that 'the scale and design of the buildings in this precinct should complement the future function and amenity of the Haymarket as an active and vibrant precinct located on a major transport hub and interchange'. The strategy to achieve this, limiting the built form in this area to a 40m podium, 60m maximum height with 10m setbacks to scale down to the building heights of adjoining properties, is applied to four out of the five prominent street corners, which excludes the corner fronting Elizabeth & Pelham Street to the south. To achieve a consistent built form outcome, the same strategy should be applied to all five street corners. Our built form strategy for the Haymarket Precinct can help unify all sites fronting the roundabout, and provide a consistent built form to all other sites fronting the Haymarket Precinct. There are several small areas where the setbacks & height limits are breached (185 Pelham Street and 198 Berkeley Street) with these being in excess of the 40m height restriction and are built hard up to the street, exhibiting none of the 24m high podium as set out in the December Structure Plan and another site (660 Elizabeth Street) also breaches the 10m high setback planned for the western side of Berkeley Street. These three buildings in proximity to this site should be referenced in the built form controls in the final structure plan. In observing the built form controls around the Faculty of Business and Economics, it would seem that a 24m podium height at the corner of Pelham and Berkeley Streets seems not in proportion with its surrounding context. Increasing the podium height at this corner to 40m helps achieve a number of outcomes, namely improve the relationship across Berkeley Street to the Faculty of Business and Economics and provision of consistent built form outcomes to entire Haymarket precinct, by applying the same built form rationale to all sites fronting the Haymarket.</p> <p>Amend built form height controls to:</p> <p>1. Reflect existing conditions (40m+ height controls, with no</p>	a. No change required.	a. The property on the corner of the south side of Pelham Street and east side of Elizabeth Street is considered to be an important part of the Elizabeth streetscape as it has no direct frontage to the Haymarket. A discretionary 40 metre height limit is considered appropriate given the criteria for creating 'great streets' outlined in Strategy 4, which applies at the maximum building height is equal to the street width. In addition the 40 metre height limit will provide a more suitable scale to transition to the adjacent A grade building fronting to Pelham Street in a manner which is respectful of the heritage fabric as outlined in Strategy 2. Any proposal to exceed this height limit must meet the objectives outlined in the structure plan, including the transition to adjacent heritage buildings and internal amenity.

		<p>setbacks as at 198 Berkeley Street, 185 Pelham Street), 24m podium to west side of Berkeley Street (below Pelham Street), with 40m tower setback to match 660 Elizabeth Street.</p> <p>2. Respond to existing conditions - to achieve a better relationship with the Faculty of Business and Economics. Recommend a 40m podium to western side of Berkeley Street (North of Pelham Street) to match extent of Faculty of Business and Economics and 40m podium height to northern side of Pelham Street (between Elizabeth & Berkeley Streets) to match proposed setback on west-side of Berkeley Street.</p> <p>3. Incorporate Urban Design objectives for 690-694 Elizabeth Street</p> <p>Our current scheme is shown based on the following recommendations:</p> <ul style="list-style-type: none">-60m maximum height to 690-696 Elizabeth Street-10m setback to 40m podium height along the following streets:<ul style="list-style-type: none">-Eastern Side of Elizabeth Street, from Pelham Street to the property boundary of 690-696 Elizabeth Street-Southern Side of Pelham Street, from Elizabeth Street to laneway adjacent to 690-694 Elizabeth Street (frontage to Pelham Street)		
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Author	Individual/ Organisation	Comment	CoM Action	Discussion
Property Council of Australia	Organisation	<p>General comment</p> <p>a. The Property Council of Australia commends Council on the work done to prepare the structure plan and the importance of having solid planning frameworks in place to plan for Melbourne's future is acknowledged. The Property Council of Australia applauds the strategic intent outlined in the City North Structure Plan and endorses the urban renewal agenda outlined by the Future Melbourne Plan and subsequent draft Municipal Strategic Statement.</p>	a. No change required.	a. Noted.
		<p>3. Urban Structure & Built Form</p> <p>a. The Property Council is opposed to the 30m to 60m height limits that are proposed to apply to some parts of the precinct. These height controls have the potential to stifle innovative development and limit the market's ability to be responsive. The proposed height limits will impact the viability of development in the Structure Plan areas and development will occur elsewhere where planning frameworks allow for greater density.</p>	a. No change required.	a. The City North Structure Plan proposes mandatory heights at the street edge with discretionary upper heights. A proposal to exceed the discretionary upper height limits must demonstrate it meets the objectives established in the Structure Plan.
		<p>2. Activities & Land Use</p> <p>a. We welcome the extension of the Central City Zone (CCZ) from the existing CBD grid to the north, as it has been shown over time to be a successful zoning instrument and has encouraged and facilitated major new investment.</p>	a. No change required.	a. Noted.
		<p>9. Process & Implementation</p> <p>a. It is unclear how the boundary of the study area has been defined and the Property Council does see potential merit in some modifications to the study area boundary to streets through North Melbourne, which share many of the same characteristics as the areas included within the existing study area.</p>	a. No change required.	a. The boundary of the Structure Plan has been informed by the Municipal Strategic Statement Growth Framework Plan, site inspections of predominant land use and development characteristics and consultation with stakeholders.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Property Council of Australia		b. It is fundamental that the planning frameworks can be properly implemented by the private sector. In order to deliver upon stated policy and community objectives of urban renewal, the development industry will require appropriate returns to offset development risks. This requires the vision and planning controls to be responsive to market needs. The significant amount of strategic work completed thus far is of little value if the necessary pre-conditions for significant private investment are not created. The implementation of stated objectives and design outcomes will depend on private investment and property development. The Property Council urges Council to identify implementation measures as a critical objective of the City North Structure Plan and ensure planning and height controls respond to market realities.	b. No change required.	b. Noted.
		c. The ultimate development of the City North Plan needs to take account of the opportunity and costs associated with a failure to maximise potential housing and employment opportunities.	c. No change required.	c. Noted.
		d. The Property Council's notes that the overall design vision appears to be for a low-medium scale development with objectives relating to harmonious transition of change, livable local neighborhoods and integrating heritage areas into urban renewal .	d. No change required.	d. Noted.
		<p>4. Transport & Access</p> <p>a. The Property Council is concerned that the success of the Structure Plans relies heavily on the delivery of significant rail infrastructure. It will be vital that Council works closely with Victorian Government agencies to ensure the greatest potential for the success of these areas exists.</p>	a. No change required.	a. The City North Structure Plan proposes to advocate for improvements to the tram network, including extensions to tram lines, and providing priority to bus routes. It also proposes upgrades to footpaths and cycling paths.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
VicRoads	Government	<p>4. Transport & Access</p> <p>a. VicRoads comments dated 20/6/2011 remain current. It is reiterated that the structure plan is aspirational and makes many network assumptions which are dependent upon the delivery of state infrastructure. Accordingly, it is appropriate that the word "investigate" or similar be used for those proposals that are subject to the delivery of state funded infrastructure. Recommendations in the strategy may be challenging, take longer to achieve or ultimately need revision. In this context and given the uncertainty of the network-wide impacts, VicRoads suggest that the actions outlined in the document will need regular review. VicRoads looks forward to working with Council to further develop the vision and key directions of the City North Structure Plan, to consider the proposals in the context of the overall strategic road network and to identify any current proposals that could impact on the structure plan.</p>	<p>a. Include the word "investigate" or similar for transport proposals subject to delivery of state funded infrastructure. Include a recommendation that the transport strategies and actions need regular review.</p>	<p>a. To clarify that many of the proposals in the City North Structure Plan are dependent upon the delivery of state infrastructure. To ensure the structure plan is responsive to state infrastructure funding outcomes.</p>
Williams, Angela	Individual	<p>9. Process & Implementation</p> <p>a. Publicise the comments received from Government Departments and Organisations In the interests of transparency, I consider that in the interim, the City of Melbourne should make public the detailed submissions to the plans which have been made by government departments. It is not clear from the way in which the detailed comments are presented which comments are attributed to various agencies. I am disappointed that a request to Councillors at the Future Melbourne Committee to seek publication of the submissions made to the Structure plans by government agencies has been ignored, with the officers claiming that the opinions provided were those of officers, and not official departmental submissions. I still call upon councillors to have these made public, as I consider that it is vital that the drivers for change in these two urban renewal areas in North Melbourne are highly transparent.</p>	<p>a. No change required.</p>	<p>a. The comments received from Government departments and organisations will be published on the City of Melbourne website where approval has been provided to do so.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		b. A Q&A meeting held between officers and residents in late December was advised that following the February Future Melbourne consideration of the Structure Plan, the officers will put Draft Planning Scheme Amendments before the Council Meeting at the end of February. I consider that the council should insist that the draft PSAs are taken through a committee cycle, as only then can the wider community have an opportunity to make submissions and address the council about the detail which will subsequently placed on exhibition. From past experience, the community know that the devil is in the detail, and it is important that the PSAs which are place on amendment, as far as possible, enjoy wide community support.	b. No change required.	b. The Planning Scheme Amendment process includes an exhibition process which provides opportunity for the community to consider the detail and provide submissions in response. The Planning Scheme Amendment will be consistent with the propositions in the Structure Plan. Disagreement with the process is noted.
		c. I remain at a loss to understand why these structure plans have to proceed at breakneck speed, rather than to progress with adequate time for the community to absorb the vast amount of detail contained in the plans and debate the issues prior to council making a decision.	c. No change required.	c. The preparation of the City North Structure Plan commenced in July 2010. This process has included consultation workshops and an online forum which informed the principles in the structure plan, the preparation of a draft structure plan which was made available for public comment. The process for implementing the built form and zoning controls of the structure plan will occur through the Planning Scheme Amendment which provides additional opportunities for consultation, and the preparation of master plans which may also include consultation where appropriate. Disagreement with the process is noted.
		<p>3. Urban Structure & Built Form</p> <p>a. Change the boundary of the heights south of Flemington Road and reduce the extent of 24m zone as it encroaches too far south on existing residential properties of 2-3 and 4 storeys which are unlikely to be redeveloped between 2011 and 2040. Many have recently been constructed and are in multiple ownerships. Proposed built form in Harcourt St is 24m, south of Mary St. 8 storey building overlooking and overshadowing 2 storey Office of Housing properties? 24m adjacent is too high. Mary St existing buildings, many recently built, 3-4 storeys some around 5 years old. Request boundary moves north to Mary St, Vale St and Oxford St, with areas south of this becoming 14m max.</p>	a Refine transition of heights from 14m in Courtney Street to 40m in Flemington Road. (Replace figure 3.8 with figure A in attachment 2).	a. To ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		b. Principle 2: Create a liveable local neighbourhood. Sounds good. The devil is in the detail. At point 2. it is stated " The scale, height and setbacks of new buildings creates a liveable compact medium density residential and working environment." The plan fails to adequately categorise the fact that the existing built environment in City North is already medium density, and the proposal is to provide HIGH DENSITY residential and working environment. The plan is confusing in this regard.	b. No change required.	b. The City North Structure Plan proposes changes to the built form which is considered appropriate to the context of the area's proximity to the CBD and the existing provision of public transport infrastructure.
		c. Request 14-16m max along Courtney St becomes 14m max [as per existing DDO32].	c. Update key in Figure 3.8 and text to show the 14 metre height control along Courtney Street retained and include a new colour to indicate the 16 metre height controls.	c. To clearly denote the retention of the 14 metre height control along Courtney Street and the areas of existing 16 metre height controls.
		d. No feedback about mandatory heights was contained in the officer's report attached to the December Future Melbourne Committee papers - perhaps there is an error where the issues raised are repeated rather than responded to [page 127 of 265 in the December agenda papers]. Mandatory heights have worked well in the current planning scheme and should continue.	d. Incorporate clarity on extent of mandatory and discretionary height controls.	d. To provide certainty on preferred future development outcomes.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>e. It is not clear whether officers have formulated the building heights based on the street ratios and the sunlight policy which are referred to through the report. It certainly does not appear as if the maximum height limits at the street edge have been capped at the 1:1 ratio. The notion of sunlight to the ground floor of residential properties, and sunlight to the street between 11 and 2 as indicated in the sunlight policy should be able to be clearly reflected in the proposed built form heights, otherwise the heights will be put in tension with the policy. If this occurs, it must be clarified which will take precedence. It is recommended that these are all thoroughly checked and modelled, in particular for the 6 and 8m wide streets.</p>	<p>e. No change required.</p>	<p>e. Building heights have been developed through a series of design performance criteria which is outlined on pages 35-44. This includes: -providing a minimum of five hours of sunlight to ground floors; -a minimum building height at the street edge that is half the street width and a maximum height equal to the street width on all streets; -zero metre setbacks at ground floor to delineate the public realm; -active ground floors along primary street frontages; -at least 5 lower floors to have habitable uses (commercial or residential) to street frontages and laneways.</p>
		<p>f. The statement that a 24m height limit will "improve pedestrian experience by creating greater definition within the streetscapes" in the vicinity of Courtney St, is seriously questioned. How can eight storey buildings be a better pedestrian experience than the current two and three storey development, when such buildings are likely to block sunlight and create wind tunnels - both things which are negative pedestrian experiences.</p>	<p>f. No change required.</p>	<p>f. The transition to a 24m height limit, closer to Flemington Road, will enable good solar access to the streets, high levels of natural light and a scale that is in proportion to the street width. The structure plan also includes design objectives for active streets and articulated street frontages. These provide additional interest and stimulation within the street to enhance the pedestrian experience.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
<p>Williams, Angela</p>		<p>g. The categorisation of the whole of the City North area as Urban Renewal is misleading. Applying DDOs over newly built apartment buildings encouraging a higher height does not make sense. These apartments are now in multiple ownership and unlikely to be developed within the next 50 years. The more sensible approach would be to acknowledge that these developments have occurred and enable their amenity to be preserved by ensuring that the development opposite and adjacent to them is of a similar scale, allowing for a transition to occur in a location closer to Flemington Road.</p> <p>Where the structure plan proposes to elevate the heights within the built form controls considerably above the heights of established residential uses, there will be conflict between preserving amenity and access to sun and light, and to delivering on the expectations of the new DDOs. This type of conflict should be eliminated by a more careful examination of the existing built form within parts of the City North Area, and fine tuning the heights with the new DDOs.</p>	<p>g. No change required.</p>	<p>g. The Design and Development Overlay establishes preferred heights for the area. As some buildings are covered by the Heritage Overlay, have been recently built or are in multiple ownership, not all will be suitable to be developed. In addition, the Structure Plan establishes built form objectives to ensure a high level of amenity in City North. Developments will need to meet these objectives.</p>
		<p>h. Observation was made by submitters to the Draft plan that high density does not necessarily mean high rise [3.3 Density] - the officers responses have not commented on this. It is noted that a 5 storey development in Macaulay Rd has, even with some fairly significant setbacks from the street boundary, provided a density of 120 dwellings per hectare, which compares favourably to the density target of 115 dwellings per hectare by 2040, with development form which is built to the boundaries of the street. Officers should comment about the methodology utilised to calculate how they have arrived at the building heights contained in the structure plan to deliver the anticipated residential and job growth. Importantly, the assumptions regarding which areas would be considered to remain unchanged should be made transparent.</p>	<p>h. No change required.</p>	<p>h. The City North Structure Plan proposes a range of height limits in the area. Lower height limits have been retained in areas with an interface with existing established areas, with heights increasing near activity centres and closer to public transport services. Building heights have been developed through a series of design performance criteria which is outlined on pages 35-44. This includes:</p> <ul style="list-style-type: none"> -providing a minimum of five hours of sunlight to ground floors; -a minimum building height at the street edge that is half the street width and a maximum height equal to the street width on all streets; -zero metre setbacks at ground floor to delineate the public realm; -active ground floors along primary street frontages; -at least 5 lower floors to have habitable uses (commercial or residential) to street frontages and laneways.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		i. Heights in laneways is not supported as shown on page 118 of 265 and as indicated on the built form maps.	i. Amend laneway sections to align with built form controls in figure 3.8.	i. To ensure laneway sections are consistent with built form controls.
		j. The setback of around 5m shown after a podium maximum is insufficient to minimise the visual impact of the upper floors on the streetscape and to limit the amount of sunlight available at street level, this should be increased. How will zero setbacks and no podiums deliver a wind free street environment in Flemington Rd and Elizabeth St?	j. Incorporate clarity on extent of mandatory and discretionary height controls.	j. To provide certainty on preferred future development outcomes.
		k. The issue of mandatory heights was raised by many submitters to the draft plans. I consider that all heights within the final built form controls should be mandatory. Without mandatory controls, it would be possible for the resident population and worker population to increase to such an extent which would make it very difficult for the City of Melbourne and State Government to adequately plan for community infrastructure.	k. Incorporate clarity on extent of mandatory and discretionary height controls.	k. To provide certainty on preferred future development outcomes.
		l. DDO32 should remain as a mandatory control, and should remain at 14m, not 14-16m.	l. Update key in Figure 3.8 and text to show the 14 metre height control along Courtney Street retained and include a new colour to indicate the 16 metre height controls.	l. To clearly denote the retention of the 14 metre height control along Courtney Street and the areas of existing 16 metre height controls.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
<p>Williams, Angela</p>		<p>m. I do not consider that an adequate response to my submission regarding concern about mandating floor to floor heights in order to achieve long term flexibility between building types, and the impact this may have in provision of affordable housing. The officers comments on Page 185 of 265 in relation to this submission state that in residential buildings "the floor to ceiling height is 3.5 metres". Even taking into account that this statement possibly meant to refer to floor to floor height, this is simply not correct for the majority of residential buildings. Eg 139 Chetwynd St application for student housing had 2.8m floor to floor heights in the planning permit application, and Latrobe Close Public housing complex for the office of housing had 3m floor to floor heights. Adding building volume is costly. In mandating the flexibility for residential uses to change to commercial uses then the City of Melbourne will be presiding over inflating the cost of housing across the two structure plan areas, counter to the aims set at providing affordable housing.</p>	<p>m. No change required.</p>	<p>m. The City North Structure Plan proposes some measures to ensure that development is adaptable over the long term to address sustainability. This initiative will ensure that over the long term buildings are adaptable and thus more responsive to market needs to address the supply of housing.</p>
		<p>n. The line of change in building heights [partly existing DDO 32] should be changed and brought closer to Flemington Road and away from Courtney St to ensure that the small streets or lanes have only 4 storey heights on either side. This will have the effect of retaining amenity for the residential uses and retain some sunlight in the streets, and limit the wind tunnel effect. The streets of Mary, Vale and Oxford should be location of the transition points, not the boundaries shown in the Final Draft. Refer to attached 5 page .pdf with mark up and photos.</p>	<p>a Refine transition of heights from 14m in Courtney Street to 40m in Flemington Road. (Replace figure 3.8 with figure A in attachment 2).</p>	<p>a. To ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>o. I do not consider that the final draft plan delivers on the principle of "retaining the intimate precinct layered with charm" nor "respecting and integrating with the existing urban heritage fabric". The height controls which would flow from the built form envisaged by the plan, would result in the loss of the fine grained and heritage nature of the precinct - this is already occurring along Flemington Road and Elizabeth St. It is still not clear whether the heritage studies which the final draft says are underway, are aimed at strengthening or diluting the heritage controls. I would hope that the intention is to strengthen, and by strengthening, I would mean protection against demolition, elevating the grading of existing graded buildings, identifying new buildings to be considered for grading, and strengthening the policy for protecting the setting of heritage assets, including avoiding facadism. This should be confirmed by Council officers. The report on Page 9, Key Directions 3 refers to the "consistent and fine grained built form" and the "valuable asset" of the heritage buildings for City North stating that they are to be "preserved, protected and activated." It is not clear what Commitment the city of Melbourne considers it is demonstrating to retaining heritage buildings, as in fact the plan indicates that the vision is to encourage considerably higher development. There is no nexus between the motherhood statements and the application of DDOs with excessive heights over currently graded Level 1 Streetscape of Capel St, nor, for example, the building on the corner of Elizabeth St and Pelham St. There is reference in the Future Melbourne report eg page 170 of 265, to say that clear performance based objectives for design and built form outcomes have been developed to ensure that new development complements heritage and existing neighbourhood character. These have not been seen by the community, and therefore no comment is able to be given, but it is highly likely that the planning officers views of 'complementing' heritage character, and the community view will be some ways apart - refer to page 183 of 265 which states that a 40m height limit will "respect the scale of the existing heritage buildings" in Elizabeth St. In this street, a heritage building is likely to be 2 or 3 storeys, and therefore it is considered unlikely that a building up to 3 times the height would be considered respectful.</p>	c. Action already underway - no change required.	c. The City North Structure Plan includes an action to undertake a review of the existing heritage overlay and grading. This review is currently underway. This heritage review has commenced and is being conducted in parallel with the Structure Plan. It is anticipated that the City North Heritage Review will be considered by the Future Melbourne Committee in mid-2012. The Heritage Review will make recommendations for inclusion of properties in the Heritage Overlay and will be implemented through a Planning Scheme Amendment.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		p. There are many examples of dwellings/hectare included on page 39 of 265 which range from 87-194 dwellings per hectare. It is interesting to note that the population projection for City North is 115 dwellings per hectare, which would correspond to the development at Macaulay Road North Melbourne which is five storeys and is a mixture of 1, 2 and 3 bedroom apartments. In other words, why is it necessary to promote 40m or 12 storey developments in the height controls, when the desired population increase could be achieved with more human scale development? If indeed the full potential of the heights is realised, it is highly likely that the population predictions are vastly underestimated, and would result in an even larger deficit for community infrastructure.	p. No change required.	p. The City North Structure Plan proposes a range of height limits to enable a transition from established residential and heritage areas. As such, the Structure Plan will support both lower scale developments and higher scale developments.
		Public realm a. I cannot find reference to the purchase of any additional meaningful open space within the City North precinct. Open space is important which needs to be identified now before land prices are inflated too high by the proposed built form controls	a. No change required.	a. The City North Structure Plan identifies opportunities for new open space in the area including the integration of open space in the Queen Victoria Market vicinity, the redesign of the Haymarket roundabout, the redesign of Elizabeth Street, in addition to the expansion of the Bedford Reserve and Courtney Street Reserve and Carlton United Brewery site.
		b. The coding of Courtney St on Fig 5.11 as a Street Type 3 is questioned. This street currently has grassed centre of the road median strips and these must not be converted into centre of the road parking spaces. Further, it is not considered necessary to widen the footpaths in this residential street and limit parking to one side of the street only, as this area contains many Victorian properties which have never had car access on site. It is mentioned in the officers response to submissions that the changes to individual streets in this regard would be subject to Master planning and stakeholder consultation and it is requested that Councillors commit to this occurring. The approval of the structure plan should NOT imply that these street sections are approved to be changed.	b. Provide clarification that street sections are indicative only and street upgrades will be designed for individual streets.	b. To clarify that the street sections are indicative and demonstrate particular principles that should be achieved in the streetscape upgrades. The indicative Street Type 3 which is applicable to 30 metre wide streets in City North proposes a space for car parking and/or median planting. The implementation of any upgrades to these 30 metre wide streets would be subject to the preparation of a public realm master plan that will include new street designs appropriate for each street.
		c. The new local space indicated in the open space strategy as near the Parkville Metro station does not appear to be referenced in the City North plan	c. No change required.	c. The Structure Plan includes this open space at the Haymarket civic space.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		d. The provision of quality open space at the Haymarket is spurious. It is considered that despite any gains which are made in creating islands and wider footpaths, that this open space would be not easily accessible, it will be noisy and windswept.	d. No change required.	d. The reconfiguration of the Haymarket roundabout offers the opportunity for the transformation of a large space which is currently inaccessible into a civic space. The Structure Plan is a 30 year vision for the transition of the City North area. This initiative can also assist to calm traffic in the area.
		e. I have considered the Urban Forest Strategy [Consultation Draft] and the street sections contained in Appendix A in the Final Draft of the Structure plan. In theory, the strategy to create a legacy for the future and to move towards reducing temperatures in the environment is applauded. In practice, and in close inspection of the 'existing' and 'proposed' street sections, it is evident that in many streets there will be a wholesale destruction of street trees to enable alternative street configurations [verges, bus lanes, medians, reduced car lanes etc] to be realised. I noted on the video on the City of Melbourne website that Ian Shears said the best time to plant trees is 20 years ago or right now. This is instructive, as it is highly likely that there will be a period of 20 years for streets such as Flemington Road and Elizabeth St, where the street would be denuded of the existing trees to make way for new alignments for new trees.	e. No change required.	e. The street sections are indicative and demonstrate particular principles that should be achieved in the streetscape upgrades. The implementation of any upgrades to these streets would be subject to the preparation of a public realm master plan that will include new street designs appropriate for each street and the existing trees and landscaping within the street.
		f. The officers' commentary on draft submissions refers to the need for Master planning and consultation with stakeholders prior to making these streetscape changes, and I would like the Council to confirm that these things are essential in each street before any approvals are given for altered alignments. Any approval of the Structure plan should not infer approval for alterations to car/parking/medians in the study area.	f. No change.	f. Proposed changes to any streetscapes will require further consultation. The street sections included in Appendix A are indicative of the quality of streets and the principles to be delivered.
		g. How does the planting scheme interact with the overhead tram lines where the street sections show tree canopies meeting one another above the trams? How do the tram lines deal with pruning requirements and dropping of branches and debris? Have the tram authorities approved such proposals?	g. No change required.	g. The Structure Plan recommends the development of a public realm master plan that will include new street designs for all City North streets. This master plan will consider the technical and maintenance requirements for any trees proposed near tramways.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>6. Community Infrastructure</p> <p>a. The draft plan flagged the need for two schools in the area, the final draft refers to no schools being planned for the area. With the types of families moving into the apartments in the area, I seriously question the DEECD's predictions that schools will not be needed between now and 2040 in this area - look at what happened to Docklands in this regard. Schools are important and need to be identified now before land prices are inflated too high by the proposed built form controls. It is short sighted to not set aside a preferred location for both primary and secondary schooling in the combined area, and potentially two new primary schools. The demographics of the area are rapidly changing, and the increase in numbers of people wishing to live and work in the area is bringing children who will need to go to already full schools. These schools will need access to open space and to areas for multipurpose and sports usage which they can have ownership over during the day and school terms - this need does not fit well with existing multipurpose spaces, so new ones will need to be identified. They can also double as the community spaces outside of school time, but these need to be set aside. To say it is a State Government responsibility is short sighted, as the DEECD is commonly working in partnership with local government in the growth corridors for councils to be build combined recreational and kindergarten facilities with schools in order to gain mutual benefits. The City of Melbourne should lead the way, and carefully consider where these shared facilities would be best located for the community.</p>	a. No change required.	a. The DEECD is responsible for building and funding schools. The City of Melbourne will continue to advocate and work in partnership with the DEECD for the delivery of new schools in inner Melbourne.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		b. There is a proposal for the City of Melbourne to purchase the Meat Market from the State Government. It is considered that the most important part of this strategy would be to secure some open space - eg the high fenced area of open space adjacent Courtney St should become a low fenced, publicly accessible open space.	b. No change required.	b. Noted. Subject to the City of Melbourne securing the Meat Market, the delivery of open space within this site could be considered in future master plans.
		c. The aspiration to have a diversity of housing types to sustain the community is acknowledged. However, a mechanism to deliver on Principle 7 "diverse housing types and tenures" via the planning scheme is not clear. In fact this is an example of where the planning principles sound great, but other parts of the officers report state that there is no mechanism to deliver - refer to Page 166 of 265 which states that the City of Melbourne has no statutory control over the number or dwellings or bedrooms provided within a development. Rather, the diversity which the officers seem to rely on, comes solely from a range of building heights to provide diverse development. Is this approach going to deliver a sustainable community? Will people be able to find somewhere to live in City North at all phases of their lives?	c. No change required.	c. The City of Melbourne will continue to investigate appropriate mechanisms to deliver 20 per cent affordable housing across the municipality. The Structure Plan recommends that a housing policy is developed and the City of Melbourne liaise with other levels of government to support the delivery of affordable housing.
		d. Consideration should be given to provision of 'flexible' means to enlarge housing units in the future. Construction techniques commonly used today will often preclude small units being combined to make a larger unit - suggest consideration is given to studying this need - this would ensure that in the long term, any housing which is built for the bedsit market, could be easily converted to large units if, in the next decade, the demand for such units was higher than previous.	d. No change required.	d. The City of Melbourne will continue to advocate for improvements to the Victorian Planning System and Building Code to encourage flexible and adaptable development.
		e. The executive summary, page 5 indicates that there will be 3 integrated community hubs. Insufficient work has been done on identifying appropriate locations for community hubs - three are noted to be needed, the only location noted are the Haymarket and Queen Vic Market vicinity - [assumed to be one hub and also subject to a further study] and the Kathleen Syme centre which is outside the City North Study area. Insufficient work has been done on this to satisfy the community that the identified needs will be provided for.	e. No change required.	e. The City North Structure Plan proposes the development of three hubs including at the Haymarket, the Queen Victoria Market and the Carlton United Brewery.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>1. Introduction and Executive Summary</p> <p>a. The data provided in comparison to that provided in the draft plan is confusing. The existing residential population of City North has risen from 5,500 to 12,073 between drafts, and the target population increased from 19,000 to 22,000. Where are these figures coming from? The draft refers to the study area as 130 hectares, and the target residents per hectare is 196, which equates to a total of 25,480 residents.</p> <p>In relation to jobs, the previous draft stated that there would be 40,000 jobs in the City North area by 2040, and the final draft details 28,427. Using the density of jobs per hectare projected of 254 over 130 hectares, this equates to 33,020 jobs. What am I missing? These sort of discrepancies make it very hard to take the planning approach seriously.</p>	<p>a. Update residential population figures and capacity figures. Include employment projection figures at 5 yearly increments.</p>	<p>a. The existing residential population figures cited in the May draft plan were incorrect. The correct figure for 2011 is 12,399 residents. This will be revised in the Executive summary. The study area includes the university, however in the projected density calculations the main Parkville campus area has not been included - hence a projected capacity of 22,000 residents. The same method has been used to calculate densities for jobs.</p>
		<p>Appendix</p> <p>a. Making further small streets 6-8m lanes one way is not supported as a general principle - this proposal is found in appendix A on page 118 of 265 in the street sections, but not found elsewhere in the plan</p>	<p>a. Provide further references to the appendix in the structure plan where relevant.</p>	<p>a. To ensure that the street sections are referred to, where appropriate in the structure plan.</p>
		<p>b. Page 116 of 265 appears to 'name' a series of streets to which this model applies, but it is not made clear that the building heights in, eg Courtney and Capel Sts, are significantly lower than indicated. It is noted that in the street sections contained in the Arden Macaulay plan that a disclaimer regarding the fact that the heights and setbacks in the street sections may not be applicable to all streets does not appear on the City North Street sections, thereby confusing the matter.</p>	<p>b. Include clarification that the street sections are indicative and therefore not all built form proposals shown in street sections are consistent with the built form proposal for that particular street.</p>	<p>b. To clarify that the indicative street section may not show built form controls which are consistent with every street in City North.</p>

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>Transport & Access</p> <p>a. Proposed changes in street parking around the QV market are considered to be counter to the objective to maintain and improve the market custom - there are many people who come from outside the area to shop at the market who currently use these short term spots, and also they are needed for the viability of many of the small businesses which are in the area for service and custom.</p>	a. No change required.	a. The City North Structure Plan recommends that on-street car parking provision is reviewed. This will ensure that car parking is delivered in an efficient manner to support a high level of access.
		<p>b. Given that there are several instances where the traffic flows would be significantly altered - ie traffic lanes reduced or increased, I would anticipate that there will be significant impacts on traffic flows which Vic Roads would be concerned about. For example, Flemington Road is proposed to alter from 8 traffic lanes to 6, and Elizabeth St from 6 traffic lanes to four. In addition, in Arden Macaulay, Boundary Rd, which is currently only two lanes, the introduction of a bus lane in wither direction is likely to be a quasi increase in the road capacity, one which is considered to be contrary to the historic 'condition' which City Link imposed when the toll road was introduced. Commentary is sought from the council officers whether preliminary advice has been sought or received from Vic Roads/DoT about such proposals.</p>	b. No change required.	b. All proposals to change road capacity will be subject to further consultation with key stakeholders. The City North Structure Plan provides a 30 year vision for the transformation of City North.
		<p>c. The introduction of a tram from Royal Parade to Peel Street will only further complicate traffic, cyclist and pedestrian movements at the Haymarket roundabout.</p>	c. No change required.	c. The creation of a new tram route connecting Royal Parade to Peel Street would be subject to further planning to consider specific impacts on traffic.
		<p>d. Figure 5.7 on Page 65 appears to direct the majority of traffic from Flemington Road onto Peel St. Peel St seems to be quite congested already, more so than Elizabeth St, so it is not known why this would be suggested.</p>	d. No change required.	d. All proposals to change road capacity will be subject to further consultation with key stakeholders. The City North Structure Plan provides a 30 year vision for the transformation of City North.

Author	Individual/ Organisation	Comment	CoM Action	Discussion
Williams, Angela		<p>2. Activities & Land Uses</p> <p>a. I do not support the change from R1 to MUZ in Capel St/Peel St, and on corner of Harcourt and Courtney St. The properties within these blocks are residential and in Capel St form part of a highly graded heritage streetscape. There is no gain to changing the zoning to these streets when there are many other opportunities for mix of uses within the City North area. To suggest that the rezoning provides greater opportunity to have complementary services within the area is seriously questioned, as there are ample opportunities for these to be incorporated within the adjacent mixed use zones, and in any case, there are a reasonable number of uses which, with a permit, can be allowed within the Res 1 zone in any case. The combination of a re-zoning and hiking the height expectations within these two areas appears to send developers a message that significant redevelopment is expected. In my previous submission I talked about seeking certainty for the Ministry of Housing tenants in Courtney St, is this block set to become another Latrobe Close exercise of demolishing perfectly good housing to increase yield. Demolition is not a sustainable approach, and the type of housing which is provided for the public housing tenants, as row housing with small open spaces at ground level, adds an important diversity to the public housing stock. Over the 25 years since this housing has been built, the tenure of tenants has been very long and stable, a mark of appropriate form of housing. I do not consider that the demolition of this housing to achieve the scale of development which the built form controls promotes would be an appropriate result for the public housing stock in the City of Melbourne.</p>	a. No change required.	a. The rezoning to the Mixed Use Zone does not comprise the certainty of housing for residents. The Mixed Use Zone is essentially a residential zone, however it also provides greater opportunity for the integration of a range of complementary services to service accommodation.

		<p>b. I do not support the change from MUZ to CCZ in the triangle bordered by Peel, Victoria and O'Connell St. This should remain MUZ which acknowledges the existing predominantly residential and market service premises which are required to make the market viable. I note that in the table of submissions to the draft structure plan, as submitter has referred to the fact that the CCZ takes away notice and appeal rights, and this is a significant factor in imposing development and capital city zone uses within a predominantly established residential precinct, one in which the draft plan seeks to encourage significantly higher built form than that which currently exists.</p>	<p>b. No change required.</p>	<p>b. The Capital City Zone (CCZ) supports a strong mix of residential, retail and commercial uses. The CCZ is already applied to the south of Victoria Street. The extension of the CCZ to the north of Victoria Street will enable a vibrant, active and liveable environment that provides for a diverse residential, worker and visitor population to complement the Queen Victoria Market vicinity. The CCZ provides equal weighting to residential, commercial and retail functions.</p>
		<p>7. Sustainable Infrastructure a. On page 193 of the officers comments in the Future Melbourne report, the officers claim that sustainable features such as orientation, cross ventilation and other items, are items dealt with through the building permit process. I would suggest that if a planning permit is required, then a comprehensive site analysis must be required by the planning process to identify the fundamentals, and it is TOO LATE to address these once the planning permit has been granted. To say that it is premature to mandate sustainability at the planning permit stage is nonsense. This indeed would give lip service Key Direction 5 requiring all new buildings to respond to the challenges of a sustainable future. It is noted that Principle 10 states that built form controls are to be implemented that promote natural ventilation for all buildings to reduce energy demands for cooling. The City of Melbourne should be leading the way in this regard.</p>	<p>a. No change required.</p>	<p>a. Noted. The City of Melbourne will continue to advocate for improvements to the Victorian Planning System and Building Code to improve the sustainability of new buildings.</p>

Summary of proposed amendments to each chapter of the City North Structure Plan

(Final Draft, December 6, 2011 version)

Executive Summary

Major Changes		
Item	Proposed Changes	Reason for Change
	No major changes.	
Minor Changes		
Item	Proposed Changes	Reason for Change
ES 1	Update residential population figures for 2011 to 12,399 (instead of 12,073) and 2016 to 16,078 to reflect correct information for existing 2011 figures.	Updated information available.
ES2	Update employment capacity figures to reflect correct 2011 figure and include employment projections in five yearly increments to provide clarity on rate of employment growth as follows: 2011 – 20,119 2016 – 22,216 2021 – 23,465 2026 – 23,884 2031 – 25,577 2040 – 28,400	Updated figures have been prepared which provide greater clarity on the expected rate of growth and assist in the development of implementation funding mechanisms

Chapter 1: Introduction

Major Changes		
Item	Proposed Changes	Reason for Change
	No major changes.	
Minor Changes		
Item	Proposed Changes	Reason for Change
1.1	Update project timeline (and associated text) to incorporate additional consultation period on the final draft.	To accurately reflect structure plan preparation.

Chapter 2: Activities and land use

Major Changes		
Item	Proposed Change	Reason for Change
	No major changes.	

Minor Changes		
Item	Proposed Change	Reason for Change
2.1	Include actions in Strategy 2 for the preparation of a master plan for the local centres and hub.	To ensure the development and design of the proposed local centres and hubs are further considered through additional planning.

Chapter 3: Urban structure and built form

Major Changes		
3.1	Refine transition of heights from 14m in Courtney Street to 40m in Flemington Road. (Replace figure 3.8 with figure A in attachment 2).	To ensure appropriate transition of development scale and heights from stable residential areas to the urban renewal areas to protect existing residential amenity and character.
3.2	Incorporate clarity on extent of mandatory and discretionary height controls.	To provide certainty on preferred future development outcomes

Minor Changes		
Item	Proposed Change	Reason for Change
3.3	Update key in Figure 3.8 and text to show the 14 metre height control along Courtney Street retained and include a new colour to indicate the 16 metre height controls.	To clearly denote the retention of the 14 metre height control along Courtney Street and the areas of existing 16 metre height controls.
3.4	Include before and after plan for proposed height controls.	

Chapter 4: Transport and access

Major Changes		
Item	Proposed Change	Reason for Change
	No major changes.	

Minor Changes		
4.1	Include the word “investigate” or similar for transport proposals subject to delivery of state funded infrastructure.	To clarify that many of the proposals in the City North Structure Plan are dependent upon the delivery of state infrastructure.
4.2	Include a recommendation that the transport strategies and actions need regular review.	To ensure the structure plan is responsive to state infrastructure funding outcomes.
4.3	Amend references to the Melbourne Metro throughout the structure plan, but particularly the Transport and Access chapter to refer to the “nine kilometre rail tunnel between South Kensington and South Yarra via new stations at Arden-Macaulay, Parkville, City North and City South.”	The Department of Transport has advised that references to the Melbourne Metro need to be updated as it is no longer a two staged project starting in Footscray and ending in Caulfield.

Chapter 5: Public Realm

Major Changes		
Item	Proposed Change	Reason for Change
5.1	Include recommendation in Strategy 5 and the design action to explore opportunities to expand Lincoln Square and University Square into surrounding streetscapes.	To maximise green space in City North and improve the quality of parkland in Carlton.
Minor Changes		
No minor changes.		

Chapter 6: Community infrastructure

Major Changes		
Item	Proposed Change	Reason for Change
6.1	Include a figure demonstrating the location of proposed community infrastructure.	To provide clarify regarding the recommendations of the City North Structure Plan for the provision of community infrastructure to service the area and the proposed location of these facilities and services.
Minor Changes		
6.2	Revise wording on p 82 from 'According to the Department of Education, the North Melbourne Primary School is currently at capacity' to 'The Department of Education has advised that the North Melbourne Primary School is <i>nearing capacity</i> .'	Updated information provided by Department of Education in submission to Arden-Macaulay Structure Plan.

Chapter 7: Sustainable infrastructure

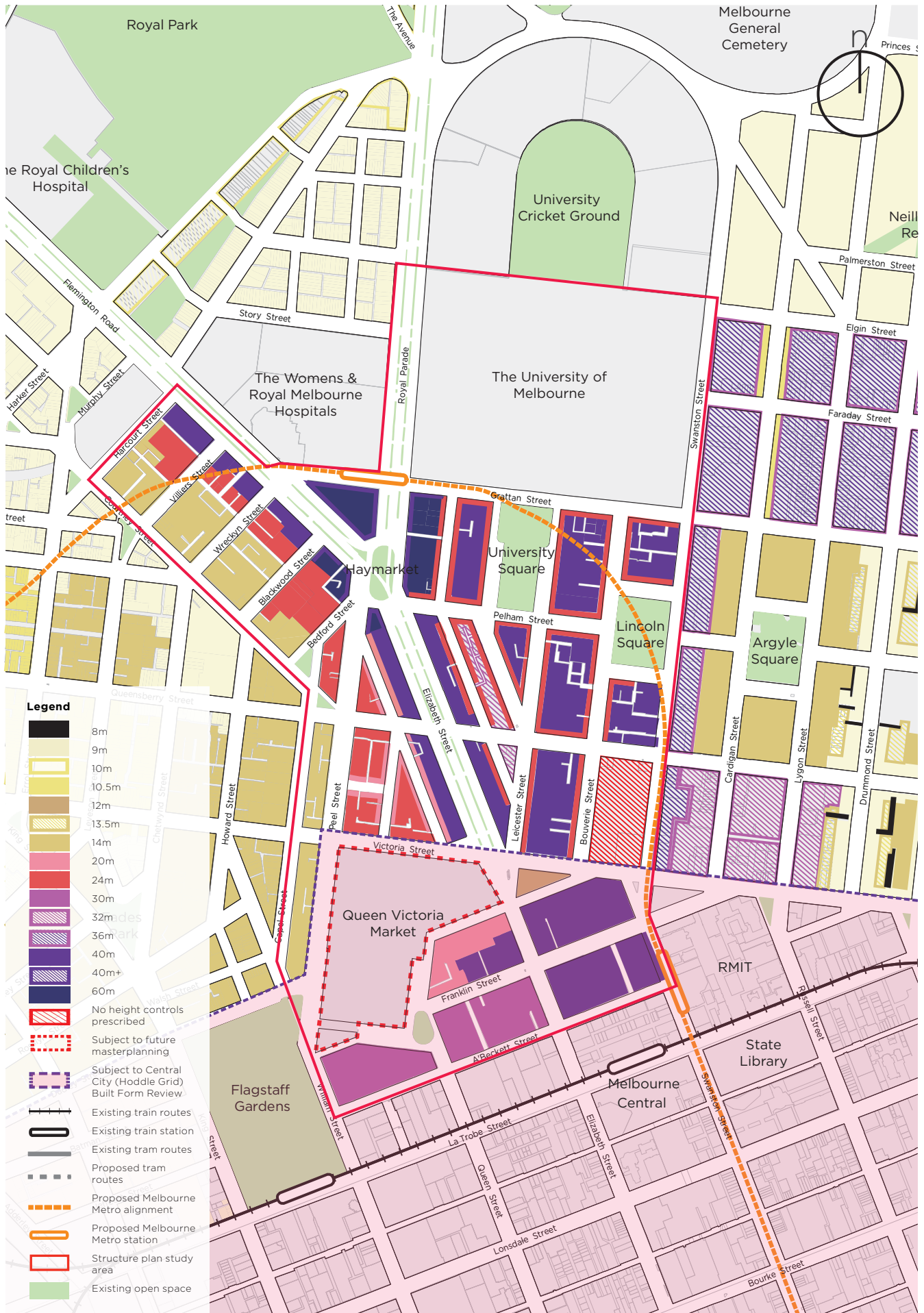
Major Changes		
Item	Proposed Change	Reason for Change
No major changes.		
Minor Changes		
No minor changes		

New Chapter - Chapter 8: Implementation Summary

Major Changes		
Item	Proposed Change	Reason for Change
8.1	Introduction of new chapter.	Add a summary of all the actions and timing of implementation described in the Structure Plan.

Appendix – Indicative street sections

Major Changes		
Item	Proposed Change	Reason for Change
	Amend laneway sections to align with built form controls in 3.8.	To ensure laneway sections are consistent with built form controls.
Minor Changes		
1	Enlarge text and graphics of indicative street sections.	To ensure the street sections are legible and clear.
2	Provide further references to the appendix in the relevant chapters, strategies and actions of the structure plan.	To ensure that the street sections are referred to, where appropriate in the structure plan.
3	Provide clarification that street sections are indicative only and street upgrades will be designed for individual streets	To clarify that the street sections are indicative and demonstrate particular principles that should be achieved in the streetscape upgrades.
4	Include clarification that the street sections are indicative and therefore not all built form proposals shown in street sections are consistent with the built form proposal for that particular street included in figure 3.8.	To clarify that the indicative street section may not show built form controls which are consistent with every street in City North.



1 : 10,000 @ A4

Figure 3.8 Proposed built form controls within City North

Note: Existing built form controls outside the study area shown for context