

PLANNING SCHEME AMENDMENT C190 ARDEN-MACAULAY

4 June 2013

Presenter: David Mayes, Manager Strategic Planning

Purpose and background

1. The purpose of this report is to present the outcomes of the public exhibition of Melbourne Planning Scheme Amendment C190 Arden-Macaulay and to request the Minister for Planning appoint a panel to consider the submissions.
2. Amendment C190 was exhibited from 1 November to 14 December 2012 and 177 submissions were received.

Key issues

3. The *Arden-Macaulay Structure Plan 2012* is the City of Melbourne's comprehensive plan for the urban renewal of the Arden-Macaulay area. Amendment C190 seeks to implement the structure plan's recommendations for the use and development of land in the area through new controls in the Melbourne Planning Scheme. These new controls will:
 - 3.1. change the area's land use zones from industrial to mixed use (residential) and business zones to enable its urban renewal with residential, retail and business uses; and
 - 3.2. introduce new built form controls to enable the development of dense, generally mid-rise buildings across the area scaled down at the interfaces with the existing low-rise residential areas that surround the urban renewal area to provide a compatible built form transition.
4. Management's comments on every submission are in Attachment 2 and an overall response to the main issues in the submissions is at Attachment 3.
5. Management has revised the Amendment in response to submissions. The revised amendment is at Attachment 4.
6. As Amendment C162 Municipal Strategic Statement (MSS) has not yet been approved, it is not yet possible to introduce an Arden-Macaulay section to the MSS. A draft of what is recommended is provided at Attachment 5. This can be incorporated into Amendment C190 at a later stage of the process once Amendment C162 is approved by the Minister for Planning.

Recommendation from management

7. That the Future Melbourne Committee resolve to:
 - 7.1. note management's assessment of the submissions as set out in Attachments 2 and 3;
 - 7.2. request the Minister for Planning appoint an Independent Panel to consider submissions to the Melbourne Planning Scheme Amendment C190; and
 - 7.3. note that the form of the Amendment to be presented to the Independent Panel will be in accordance with Attachment 4.

Attachments:

1. Supporting attachment
2. Management comments on each submission
3. Management's overall response to submissions
4. DDO60 showing management's recommended post-exhibition changes
5. MSS draft Clause 21.08 update of Arden-Macaulay section

SUPPORTING ATTACHMENT

Legal

1. Division 1 and 2 and part 3 of the *Planning and Environment Act 1987* (the Act) deal with Planning Scheme Amendments, setting out provisions for the exhibition and notification of proposed planning scheme amendments and consideration of submissions. Specifically, sub-section 23(1) of the Act provides that:

“After considering a submission which requests a change to the amendment, the planning authority must:

- (a) *change the amendment in the manner requested; or*
- (b) *refer the submission to a panel appointed under Part 8; or*
- (c) *abandon the amendment or part of the amendment.”*

The recommendation made in the report is therefore consistent with the Act.

Finance

2. The cost associated with the recommendation to proceed to an Independent Panel is estimated to be \$80,000 and can be met within the Strategic Planning branch’s draft 2013-14 operating budget.

Conflict of interest

3. No member of Council staff, or other person engaged under a contract, involved in advising on or preparing this report has declared a direct or indirect interest in relation to the matter of the report.

Stakeholder consultation

4. Amendment C190 Arden-Macaulay was exhibited in 2012 in accordance with the Planning and Environment Act 1987 between 1 November and 14 December. Public notices were placed in the Melbourne Leader (29 October), Melbourne Times (31 October) and Government Gazette (1 November)
5. The amendment and supporting information were available at the City of Melbourne Planning Counter (Council House 2), and on the City of Melbourne and Department of Planning and Community Development websites;
6. Notices of the Amendment were sent by direct mail to property owners of land subject to the amendment and owners of land in the surrounding area who may be affected, to the prescribed Ministers, to a range of stakeholders (authorities, industry associations/organisations and resident associations), and all those who had previously made a submission to the Arden-Macaulay Structure Plan 2012.
7. Public information sessions were held at the North Melbourne Town Hall on 22 November 2012 and at the Holy Rosary School on 26 November 2012.

Relation to Council Policy

8. The Amendment is consistent with the Arden-Macaulay Structure Plan 2012.

Environmental sustainability

9. The Amendment provides a framework and controls for the future sustainable development of stage one of the Arden-Macaulay Precinct as described in the Arden-Macaulay Structure Plan 2012.

Management's comments on each submission (summarised)**Table of Contents**

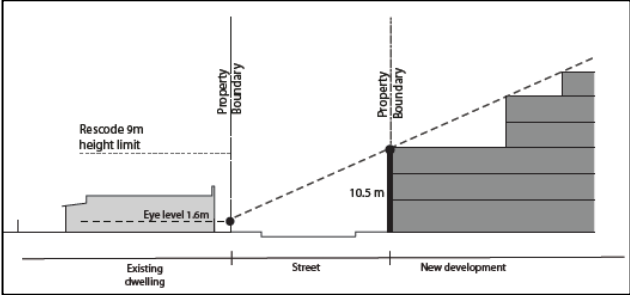
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***Proposed changes to C190
in response to submissions
are shown in blue bold italic
text in the comments
column below.***

No.	Submitter	Summary of submission	Management comments
1	Irene Barberis	The submitter supports rezoning to Mixed Use Zone but wants height limit over site to be increased from 10.5m to 14m.	The property in question is within area A3 where the preferred building height is 20 metres. No changes to the Amendment are recommended in response to this submission.
2	Lisa Ingram	<p>The renewal of the area presents an opportunity to decide what sort of “place” we want to create and ensure there is a community.</p> <p>The lovely buildings with warehouse or Deco features could set a theme for development in the area.</p> <p>The submitters asks: What sort of housing? What sort of people? Families? Schools, sports grounds, community centres, halls, playgrounds, libraries, local theatres etc?</p> <p>The submitter also queries whether we are attracting any core industries or tenants in the commercial zone And what type of retail?</p>	<p>Heritage – See attachment</p> <p>Given that medium density is proposed for Arden Macaulay, a mix of population is expected in the area. However the planning scheme is not able to control this.</p> <p>Community services - See attachment.</p> <p>With regard to the mix and type of businesses within Business Zones, the planning scheme allows for a range of retail and other businesses depending on the zone, but does not control businesses according to who owns or operates them.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
3	Hadyn Sharples	Concerned about effects on transport, both road and public transport, of increased population. Already difficult to get on a peak hour train at Kensington Station and Macaulay Road is already in gridlock most of the day.	<p>Public transport and traffic – See attachment</p> <p>No changes to the Amendment are required in response to this submission.</p>
4	Michael Paszylka	The submitter considers that there is an inconsistency in the height limits at the corner of Canning and Melrose Streets where a preferred maximum overall building height is proposed and where any part of a building above 20 metres will need to have a minimum setback of 10 metres from Canning Street but no setback from Melrose Street is currently proposed. The submitter considers this inappropriate given that lower scale properties are currently located on the east side and given the stated aim of “providing lower heights near existing low rise neighbourhoods to help maintain the amenity of these areas and ensure that new buildings are respectful of existing buildings”.	<i>Management acknowledges this inconsistency and recommends that, given the sites’ interface with the low scale development on the east side of Melrose Street, the built form requirements for Area 10 in DDO60 be amended so that new development on the north-west corner of Canning and Melrose Streets be required to have a maximum height at street edge of 10.5 metres along Melrose Street and that the building</i>

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			<i>envelope when viewed from Melrose Street should comply with Figure 9, which deals with new developments fronting onto a street separating it from existing residential.</i>
5	Andrew Thomas	The submitter supports the amendment	No changes to the Amendment are required in response to this submission.
6	Francesca Bate	<p>The submitter is concerned that a height control of 10.5 metres is proposed for the property directly behind theirs and on the other corner of Smith and Lambeth Streets. This would result in a loss of privacy should a two storey house be allowed to be built on the property behind them and loss of morning sun in their backyard should a two storey house be allowed to be built on the property on the other side of Lambeth Street.</p> <p>The submitter is also concerned about height controls of up to 14 metres and 20 metres being proposed further east (towards Stubbs Street) along the southern side of Smith Street. The submitter considers that buildings of up to about 6 storeys in that location would be out of all proportion height-wise to the rest of the suburb. They do not think six storeys would be appropriate for the area around Smith Street from Robertson Street up to Parson Street and that a maximum of three storeys would be enough.</p>	<p>Neither the submitter's property nor any properties directly opposite or adjoining are affected by the amendment.</p> <p>The submitter's property and those surrounding it are in a Residential 1 Zone and should any of these properties be redeveloped, ResCode would apply and overlooking, overshadowing and other matters would be considered in determining the application.</p> <p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
7	Ian Urquhart and Alison Chapman	<p>The submitters are concerned about the impact on their property, which they believe will be significant and detrimental. In particular, the submitter raises the following issues:</p> <ul style="list-style-type: none"> • There will be a reduction in the direct sunlight hours available to their terrace area and potentially in winter will have no sunlight in the garden at all. • All of the surrounding buildings (except the property to the south along Albermarle Street) will potentially have a direct view into the submitters private space including master bedroom • The view to the city will be directly impacted <p>All of this will unfairly reduce the submitters' enjoyment and value of the</p>	<p>43 to 51 Albermarle Street/403 Macaulay Road as well as 411 Macaulay Road are all part of the same heritage protected building, which has been converted into residential units. The building to the east across Albermarle Street is covered by a heritage overlay and the properties to the south across the laneway and in a heritage precinct overlay. The amenity impacts to this property have been considered and addressed through the proposed street frontage heights for Macaulay Road and Albermarle Street are 20 metres across 20 metre wide streets and the recommended building envelope shown on figure 1.</p>

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		property.	Views are not a planning consideration. No changes to the Amendment are recommended in response to this submission.
8	Jarrod Sawers	<p>Proposed heights (particularly concerned about those along the Macaulay Road and Stubbs Street areas) are significantly larger than current buildings and have the potential to overshadow and dominate submitter's property. Submitter is also concerned with the protection of their privacy from overlooking and believes the scale of buildings proposed will be out character with the neighbourhood, thereby impacting on the amenity.</p> <p>Car access to & through Kensington is currently constrained by high traffic congestion created by the bottlenecks at railway crossings on Macaulay Road. This issue needs to be addressed prior to the approval of any significant increase in population density.</p> <p>While the area has access to multiple forms of public transport, these services are currently inadequate, with train services at Kensington at capacity during an extended peak period each day, weekends and during special events (such as racing) and Macaulay station needing a significant upgrade to service, amenity and, most importantly safety. The submitter believes that it is also unreasonable to expect that residents and new residents will rely solely or predominately on public transport for their transport given that most parts of Melbourne cannot be easily accessed by public transport and local trips for shopping or doctor visits, particularly families with young children, are unsuited to public transport.</p> <p>The submitter is also concerned about the increase in local traffic congestion arising from this proposal. The submitter states that there is already significant 'back street' traffic congestion (on road and parking) in Robertson, Collett, Lambeth, Barnett & Smith Streets, and this will only be compounded by the number of new residents and visitors involved in this proposed scheme.</p> <p>The creation of further schools and community services (such as YMCA) is required as these are currently under pressure.</p> <p>The submitter is concerned that there is a lack of open spaces provided for in the plan, as a growing population brings the need for parkland spaces for</p>	<p>The submitter's property is not subject to the amendment although the property across Robertson Road to the south is.</p> <p>In order to ensure an appropriate transition between the north and southern sides of Robertson Road a maximum height at street edge and preferred minimum setbacks should be specified. As shown on the diagram below, a street wall height of 10.5m with any part of the building above 10.5 metres being below the line of sight as shown on figure 9 will ensure that new development on the south side of Robertson Street does not visually overwhelm development on the north side.</p>  <p>Figure 9</p> <p><i>Management recommends changes to the Amendment to ensure the controls for Area 3 explicitly require compliance with figure 9, i.e. mandatory maximum height at street edge of 10.5 metres and building envelope should be within the line of sight as shown in figure 9.</i></p>

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		<p>children's play areas. The submitter considers the land alongside Moonee Ponds creeks which is earmarked as open space to be unusable for parkland/open space use by residents due to the regular flooding.</p> <p>The submitter believes that the consultation process has not been sufficient. Given the complexity of the proposals, the impact needs to be simplified and explained in layman's terms with multiple opportunities for consultation and explanation.</p>	<p>Parking – See attachment</p> <p>Public transport – See attachment</p> <p>Schools/community services – See attachment</p> <p>Public Open space – See attachment</p> <p>Public consultation – See attachment</p>
9	Paul and Andrea McAlpine	<p>The submitters object to the amendment and provide the following comments:</p> <ul style="list-style-type: none"> • The provision for open space is inadequate and there is yet to be a process for acquiring more; • Each multi storey residential application so far has applied to avoid providing parking for visitors, a trend which will see significant issues for the area given the large number of residents this will bring; • Cautiously accept the rezoning of under-utilised industrial sites for commercial and residential uses (mixed use); • Concerned about the predominant 20 metre heights and don't want a 'canyon' effect along Macaulay Road and Stubbs Street. Want 'active street fronts' No details on how the discretionary heights of an additional 30% will be handled. • Concerned as to whether the measures to lessen the impact of new developments on single storey dwellings are adequate and whether new developments will be out of character with the scale and rhythm of established areas; • Will services such as schools and public transport, will be improved to cater for the new population. 	<p>Public open space – See attachment</p> <p>Parking – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i></p> <p>Schools/community facilities – See attachment</p> <p>Public transport – See attachment</p>
10	Nikki Liddell and Yvonne	<p>The submitters object to the amendment, which they believe will result in them being surrounded by 20 metre buildings (and potentially taller given that the proposed height controls are discretionary) and will affect access to sunlight to</p>	<p>43 to 51 Albermarle Street/403 Macaulay Road as well as 411 Macaulay Road are all part of the same heritage protected building, which has been</p>

No.	Submitter	Summary of submission	Management comments
	Ericksson	their outdoor areas and their privacy due to overshadowing and overlooking from the new developments	converted into residential units. The building to the east across Albermarle Street is covered by a heritage overlay and the properties to the south across the laneway and in a heritage precinct overlay. The amenity impacts to this property have been considered and addressed through the proposed street frontage heights for Macaulay Road and Albermarle Street are 20 metres across 20 metre wide streets and the recommended building envelope shown on figure 1.
11	City West Water – Land Development/ Water Solutions	No objection	No changes to the Amendment are required in response to this submission.
12	John Elridge and Karen McKenzie	Support all aspects of the amendment	No changes to the Amendment are required in response to this submission.
13	Barrie Read	Considers the proposed application of the Business 3 Zone to be arbitrary and would like their land to be rezoned to Mixed Use Zone, not Business 3 Zone.	Proposed Business 3 Zone – see attachment No changes to the Amendment are recommended in response to this submission.
14	Alberto DiMaggio	The submitter does not oppose sensible developments but is concerned that the sheer size and bulk of 6 storey block of flats is not appropriate for this area, given that it abuts single storey dwellings and that the infrastructure will not be able to cope.	<i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i> Infrastructure – see attachment
15	Phil Quayle	Understands the rationale for the amendment but believes additional services (mentions public transport, schools, medical facilities and small businesses) and open space are needed	Public transport – see attachment Schools/community facilities – see attachment

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			<p>Open space– see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
16	Pamela Frost	<p>Objects to the amendment as:</p> <ul style="list-style-type: none"> • It is likely to result in congestion in surrounding streets, particularly Macaulay Road and will cause increased traffic delays. • The provision of on-site parking spaces will be insufficient. Many households run two cars and already Kensington's streets are mostly at parking capacity at night. A minimum of one space per residential unit should be included. 	<p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
17	Corin Warhurst	<p>Does not object to the amendment in principle but believes that more schools and better public transport and roads are required.</p>	<p>Schools/community facilities – See attachment</p> <p>Public transport – See attachment</p> <p>Improved road infrastructure – see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
18	Frank Golding	<p>The submitter asks what guarantee is there that commensurate additional infrastructure, such as schools and public transport upgrades will be provided.</p> <p>Already difficulty at peak hour to board a train at Kensington station and even if only a quarter of the potential new residents use public transport, unless additional capacity is added, a crisis will ensue. The submitter asks whether discussions have taken place with transport authorities.</p> <p>The submitter asks whether, the primary school on Boundary Road in North Melbourne which has been closed down will be re-opened and whether discussions have taken place with education authorities.</p> <p>Has the issue of medical services provision been canvassed.</p> <p>Questions whether the proposal has been undertaken in a holistic view of community development.</p>	<p>Community facilities– see attachment</p> <p>Public Transport– See attachment</p> <p>Scope of amendment – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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19	Kate Greenwood	Supports all aspects of the amendment.	No changes to the Amendment are required in response to this submission.
20	DSE/Minister for Environment	No objection	No changes to the Amendment are required in response to this submission.
21	Dennis Tongs	<p>Objects to the amendment as:</p> <ul style="list-style-type: none"> It will cause increased traffic delays and congestion in surrounding streets, particularly Macaulay Road. Will also likely impact on-street parking which is already at capacity at night in most streets. If it is to go ahead, a minimum of one space per residential unit should be included. 	<p>Traffic – see attachment</p> <p>Parking– see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
22	Cyrille Darrigrand	<p>Objects to the amendment as:</p> <ul style="list-style-type: none"> New proposed building heights are too high New schools, childcare and medical centres are needed Any plans to ease the traffic issues on Macaulay Rd? 	<p>Scale, bulk & density – see attachment</p> <p>Community facilities – see attachment</p> <p>Traffic– see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
23	Clarrie Pryor	Considers the proposed application of the Business 3 Zone to be arbitrary and would like their land to be rezoned to Mixed Use Zone, not Business 3 Zone.	<p>Proposed Business 3 Zone – see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
24	Adam Terrill	Supports the amendment	No changes to the Amendment are required in response to this submission.
25	Sarah Lauren	<p>Would like heights to be mandatory and feels that 6 stories (and most likely 8 given the discretion) is too high.</p> <p>Opposes uniform height limits over wide areas. Believes a more appropriate approach would be buildings with a variety of heights, varied street set-backs and other measures to produce an articulated and interesting built form.</p>	<p>Scale, bulk & density – See attachment</p> <p>Community facilities – See attachment</p> <p>Public transport – See attachment</p> <p>Public open space – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>Opposes the proposed 20m and 30m heights, which are considered to be excessive and out of context. The heights will create a 'canyon' effect along Macaulay Road and Stubbs Street and a detrimental impact on properties at the boundary of C190.</p> <p>No recommendations or proposal made in relation to improving the capacity for the existing schools in the area and also upgrades to existing public transport services.</p> <p>Inadequate provision of open space and no guarantee that the open space will be delivered.</p> <p>The submitter requests that C190 be deferred so more time and detail can be put into the planning and design framework.</p>	<p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
26	Kymaree Raverty	<p>The submitter is concerned that our suburbs and their inhabitants will be living in shadows, in an environment where air, water and sewerage will be working against unnecessary pressures. Where small retail environment will fail due to no-one being able to access it.</p> <p>The submitter feels that Kensington is a tiny suburb always under threat and a crossroads for those without concern who travel through or those in power who wish to encircle it with freeways. It has only two parks, it abuts the Maribyrnong and could be beautiful with brilliant planning. Yet it is forever fighting for fairness.</p> <p>The submitter knows that others would love the transport facilities and community feel that Kensington residents experience, The suburb provides abundant public housing and expensive real estate prices but if huge ill-conceived developments become opportunities for a few, the residents' voice will become a tiny scream, a David and Goliath struggle.</p> <p>The submitter asks for the heights to be scaled down to something everyone can live with.</p>	<p>The controls have been set up to allow access to sunlight. The structure Plan includes proposal to redesign the roads and upgrade the drainage and other infrastructure. There will be an increased population to support existing retailing.</p> <p>The structure Plan and Amendment are specifically set up to protect the amenity that Kensington currently enjoys. There are built form measures to ensure that development close to existing residential development in Kensington is appropriate and transport and traffic modelling that has been undertaken shows that traffic generated by the new development will not affect existing residential areas.</p> <p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
27	Bianca Schirripa	<p>There is nothing in the amendment documentation specifying that apartment blocks must have underground parking given that the streets around the area are already at capacity.</p>	<p>Parking – See attachment</p> <p>Public transport – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>The submitter wonders how the current streets and train lines will cater for the large increase in residents in the area. The Craigieburn line (Kensington Station) is pretty much at. Macaulay Station is slightly better, although with such a large increase in residents, the submitter believes this will become a problem. The roads are already congested, especially around peak hour, this will only get worse with the possibility of multi storey apartment buildings.</p> <p>Concerned that there are not enough schools in the area as it is and that introducing such a large increase in residents will impact on the existing schools.</p> <p>Concerned about the enforcement of heights and window/balcony rules on the potential buildings and is concerned about the overlooking potential of these buildings into existing houses. The submitter believes that discretionary controls do not provide sufficient confidence that the rules will be enforced.</p> <p>It is very sad that the current Kensington area and skyline will potentially be overshadowed by multi storey apartments.</p>	<p>Traffic – See attachment</p> <p>Community facilities – See attachment</p> <p>Mandatory & discretionary heights – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
28	<p>Contour Consultants on behalf of EG Funds Management Pty Ltd</p>	<p>Opposes the rezoning of their properties (1-7 Elizabeth Street and 2-50 Elizabeth Street, Kensington) to Business 3 Zone and considers a rezoning to the Mixed Use Zone to be more appropriate.</p> <p>Opposes the proposed new DDO60 on the following basis:</p> <ul style="list-style-type: none"> • The proposed maximum overall building height of 14 metres over 1-7 Elizabeth Street is considered to be without proper basis and it is considered that an overall building height of 20 metres can still be accommodated on this large site whilst still according with the required setbacks to the residential street edge interface in Figure 9 to the Schedule. • The proposed maximum overall building height of 14 metres as it applies to the southern end of the 2-50 Elizabeth Street is also considered to be without proper basis. The submitter accepts that a maximum overall building height of 20 metres is appropriate for the northern part of the site, in recognition of the relevant heritage and residential street edge interface considerations. However, the submitter considers that the southern part of the site provides the opportunity for building form up to 40 metres in 	<p>Proposed Business 3 Zone – see attachment</p> <p>The preferred maximum overall building height of 14 metres over 1-7 Elizabeth Street is discretionary, with a possible additional 30%, bringing the potential overall building height to 18.2metres, subject to the setback requirements of figure 9 of the DDO60 being met.</p> <p>The preferred maximum overall building height of 20 metres over 2-50 Elizabeth Street is discretionary, with a possible additional 30%, bringing the potential overall building height to 26metres, subject to the setback requirements of figures 1, 3 and 4 of the DDO60 being met.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>height, consistent with its quite different context, which includes the adjacent Allied Mills silos.</p>	
29	<p>Tania Hunt</p>	<p>The submitter objects to the amendment on the following grounds:</p> <ul style="list-style-type: none"> • Built form and amenity <ul style="list-style-type: none"> • The proposed heights are generally excessive, in particular the 20 metre height in the local residential streets west of Stubbs Street, which are out of character with the established low scale fine grain character of the existing cottages and terraces. The proposed stepped down approach to reducing scale adjoining or opposite existing dwellings is a crude and inappropriate method of managing the mass, scale, height and amenity impact of the built form. • The heights proposed south of Macaulay Road are also unsympathetic to the scale and amenity of existing individual dwellings. • The requirement for zero setbacks at street level is inappropriate as it would stifle a pedestrian friendly and architecturally interesting built form of varied setbacks and landscaping opportunities. • The 20 metre plus (6-8 storeys) heights proposed along Macaulay Road will create a canyon effect. • Mandatory heights are necessary to provide certainty to developers and the community. • Traffic and congestion <p>Macaulay and Racecourse Roads are already experiencing grid lock. The amendment will result in additional traffic volume. Although two train stations are nearby, there are currently huge delays at peak times and it is unrealistic to expect new residents and workers to use public transport for all or even a majority of their trips.</p> • Public open space <p>Inadequate public open space is proposed to cater for the new population and arguably existing population. Furthermore, there are no mechanisms to ensure delivery in so far as compulsory acquisition of land for public</p> 	<p>Scale, bulk & density – See Attachment</p> <p>Traffic – See attachment</p> <p>Public open space - See attachment</p> <p>Heritage – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>open space is not proposed. More playgrounds are essential within neighbourhood streets. Other active public open space opportunities are also necessary.</p> <ul style="list-style-type: none"> <li data-bbox="521 355 678 387">• Heritage <p>Existing industrial and residential heritage must be protected via planning controls before any land is rezoned and the opportunity is not lost or left to the discretion of the developer, eg. The Young and Husband Building is of State historic and cultural significance.</p> <ul style="list-style-type: none"> <li data-bbox="521 547 1081 579">• Dynamic, cohesive and vibrant community <p>Greater permeability/connectivity is required, including pedestrian permeability within area and with existing residential neighbourhoods and links to Moonee Ponds Creek.</p> <p>A variety of cultural and community services and facilities should also be facilitated and provided by Council.</p>	
30	Meg Dunley	See submission 29	See submission 29
31	City of Moonee Valley	<p>Supports the proposed rezoning of land fronting Racecourse Road to the Business 2 Zone and land behind Racecourse Road to Mixed Use Zone</p> <p>Amendment C190 does not include changes to the Municipal Strategic Statement (MSS) section of the Melbourne Planning Scheme to reflect the objectives, principles and strategies present in the Arden-Macaulay Structure Plan and relating to the preferred land uses within the proposed area to be rezoned. As a result, the amendment provides little guidance with regard to the land uses allowed in the proposed Business 2 Zone and Mixed use Zone, which may potentially result in future uses conflicting with the retail role of Moonee Valley's Racecourse Road Activities Area. This is particularly important if new planning zones are introduced which allow a greater range of retail and residential uses within existing Business 2 Zone areas. CoMV points to a gap/unidentified area on the Growth Area Framework Plan within Clause 21.04-1 of the adopted new MSS (Amendment C162) along Racecourse Road between the Stable Residential Area and the Proposed Arden-Macaulay Urban</p>	<p>The relevant clauses of the new MSS (being introduced through Amendment C162) will need to be revised to reflect the land use and built form objectives, principles and strategies of the Arden-Macaulay Structure Plan and of Amendment C190. However, until such time as Amendment C162 is approved, changes to it cannot be made.</p> <p>With regard to community services City Of Melbourne undertakes a holistic approach, which includes use of CoM facilities by people outside CoM and vice versa.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>Renewal Area.</p> <p>CoMV provides a number of services to the local community in Flemington, which are utilised by residents of both the CoMV and the City of Melbourne. Therefore, given the impact on services and facilities that will result from the expected population increase that will result from this amendment, CoMV officers would like to further discuss with City of Melbourne officers the future of community service delivery for this area.</p>	
32	Peta Murray	<p>The submitter is concerned about the heights proposed and resultant canyon-effect along Macaulay Road. Any development in this area needs to be designed in sympathy with the aesthetic and historic style of the area, on a site-by-site, fine-grain basis.</p> <p>The submitter is also concerned about the current public transport issues and the gridlock caused by the two railway level crossings. Any growth in population needs to be matched with improved traffic management systems, increased parking and better public transport.</p>	<p>Scale, bulk & density - See attachment</p> <p>In addition to the comments in the attachment, it should be noted that all development is assessed on a site-by-site basis. While the amendment sets the basis for a building envelope, each development will be assessed within its context and the way it responds to its context.</p> <p>Public transport – See attachment</p> <p>Traffic & parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
33	Anne Anderson	<p>The submitter believes the amendment will impact on the amenity of the area and the submitter is particularly concerned with the blanket height restrictions, which are way too generous.</p> <p>The intense density of population will intensify the already stressed peak hour traffic situation.</p> <p>The relaxed village feel will be lost; especially if no new parks and community services are provided.</p>	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>Community services – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
34	Meagan Walker	See submission 29	See submission 29
35	Jason D’Cruz	The submitter commends Council for actively re-zoning under-utilised industrial sites for commercial and residential uses. However, the submitter does not	Scale, bulk & density – See attachment

No.	Submitter	Summary of submission	Management comments
		<p>support the amendment in its current form and lists the following matters as being of particular concern:</p> <ul style="list-style-type: none"> • Council conflict <p>Recent news articles have identified conflicts given that Council campaigns have been financed by Property developers</p> <ul style="list-style-type: none"> • Proposed heights <p>The proposed heights are generally excessive, in particular the 20 metre height in the local residential streets west of Stubbs Street, which are out of character with the established low scale fine grain character of the existing cottages and terraces.</p> <p>The heights proposed south of Macaulay Road are also unsympathetic to the scale and amenity of existing individual dwellings.</p> <ul style="list-style-type: none"> • Traffic congestion <p>Macaulay and Racecourse Roads are already experiencing grid lock as a result of through traffic volumes and existing bottlenecks form the two train crossings. The amendment will result in additional traffic volume and there is no possible and desirable strategy to manage traffic volumes. Although two train stations are nearby, there are currently huge delays at peak times and it is unrealistic to expect new residents and workers to use public transport for all or even a majority of their trips</p> <ul style="list-style-type: none"> • Public space <p>Inadequate public open space is proposed to cater for the new population and arguably existing population. Furthermore, there are no mechanisms to ensure delivery in so far as compulsory acquisition of land for public open space is not proposed. It is critical that the proposed residential apartments have good quality access to well designed public open space; including active and passive recreation. More playgrounds are essential within neighbourhood streets. Other active public open space opportunities are also necessary.</p> <ul style="list-style-type: none"> • Community cohesiveness 	<p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>Community services – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>Greater permeability/connectivity is required, including pedestrian permeability within area and with existing residential neighbourhoods and links to Moonee Ponds Creek.</p> <p>The submitter recommends Council:</p> <ul style="list-style-type: none"> • Defer the plan; • Abandon 'blanket' heights; and, • Prepare a 'granular', sit-by-site approach. 	
36	Carmelo Monsone	<p>The submitter's concern relates to the proposed preferred maximum height for his property being 14 metres whilst the property directly to the east has a preferred maximum height of 20 metres. More specifically, the submitter is concerned that as their property is at the bottom of the hill where Macaulay Road flattens out, they would be at a disadvantage given that next door can go 6 meters higher and that because half their property is on the rise and the other half flattens out, there wouldn't be uniformity if the property to the east is built to its capacity.</p>	<p>A transition in height limits from the existing Kensington local centre to the higher development further east on Macaulay Road will facilitate the integration of new development with the existing low-scale heritage context of the centre. A height limit of 14 metres will provide such a transition. It should be noted that while the amendment sets the basis for a building envelope, each development will be assessed within its context and the way it responds to its context.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
37	Nigel Jones	<p>The submitter objects to the building heights "of at least 20 metres" proposed for properties to the north across Little Hardiman Street on the basis of the direct amenity impact, including overshadowing, access to daylight and potential overlooking, these height controls will have on his property and the adjoining properties which form part of the former Home Style Cookie Factory development.</p> <p>The submitter believes such developments will also likely give rise to significant parking, traffic management and waste management issues and that they do not reflect the scale and style of the majority of existing buildings within the surrounding area nor do they reflect the existing and preferred neighbourhood character.</p>	<p>It is proposed to apply figure 11 in the proposed new DDO60 to new developments that back onto Little Hardiman Street west of Albermarle Street, given that Little Hardiman Street separates these potential new developments from low scale residential properties, which have their north facing private open space backing onto Little Hardiman Street.</p> <p>East of Albermarle Street, the form of existing development and the current zoning (Mixed Use Zone) are different and provide the potential for new developments both north and south of Little Hardiman Street. It is however important that</p>

No.	Submitter	Summary of submission	Management comments
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The submitter notes that figure 11 of the proposed DDO60 includes setback requirements for new developments north of Hardiman Street, in order to retain solar access to the private open space of single storey properties backing onto the south side of Little Hardiman Street. The submitter put to Council that appropriate building height and set-back guidelines for the entirety of Little Hardiman ought to be imposed and ought to extend to all residents (including those whose properties are not single storey dwellings and do not have a private open space along their boundary to Little Hardiman) the consideration which is currently proposed to be limited only to those residents whose properties accord with the requirements of Figure 11.

developments on the south side of the Little Hardiman Street east of Albermarle Street receive a reasonable level of daylight/sunlight

Management therefore recommends amending proposed DDO60 to more clearly state that the building envelope as shown on figure 3 should apply to new development backing onto an existing east-west laneway and to amend figure 3 by showing a 45 degree angle rather than 52 degree angle.

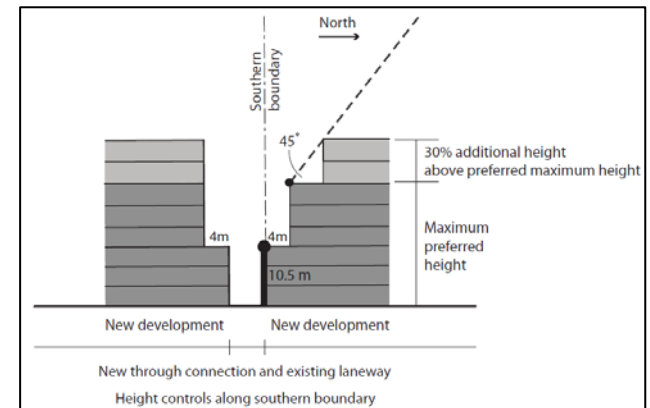


Figure 3

It should be noted that modelling shows that if this requirement is complied with by new developments north of Little Hardiman Street, the submitter's private open space located at the southern end of his property (i.e. along Hardiman Street) will not be further overshadowed at the equinox than is currently the case.

No.	Submitter	Summary of submission	Management comments
38	Michael Vernon Hughes	<p>The submitter recognises that some re-development of the existing industrial areas would be acceptable over a 30 year period, however the submitter considers the amendment to be an over development which will only result in the developers making a huge profit and leave residents with a suburb which will have traffic, noise, boxed in feeling, less facilities/resident support and social issues leading crime, drugs.</p> <p>The submitter feels that more consultation is needed for the community to discuss all aspects including, but not limited to: building heights; open space; parking requirements for developments; community needs eg. Schools, care, library, sports/recreation; traffic; transport eg. Train/bus; and, shops. These aspects need to be discussed and outlined in the overall plan regardless of whether Council has direct control of them or not.</p> <p>The submitter refers to what they see as poor or over developments: the parking issues in Kensington Banks, the discrepancy between Melton now and the original concept for it and Etihad Stadium blocking views to Docklands.</p> <p>The submitter states that the proposed building requirements presented by officers at the information sessions are a good start but that they still require more refinement and detail to limit the developers' opportunities to have the highest height and maximum number of units possible with no or limited parking on-site. However, the submitter acknowledges that the requirements should be flexible enough to encourage pleasing designs, built to a high standard and incorporating environmental features.</p>	<p>Public open space – See attachment</p> <p>Parking – See attachment</p> <p>Community services – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
39	Trieu Huynh & Bronwyn Thomas	<p>The submitters object to the amendment in its current form on the following grounds:</p> <ul style="list-style-type: none"> • Heights <p>Permitting developments of 20 and 30 meters is completely incongruous with the character of the area, resulting in new developments towering over pre-existing and predominantly one-storey dwellings and creating an undesirable canyon like atmosphere. The submitter submits that any new development be subject to mandatory height restrictions proportionate to the current surrounding dwellings, in order to conform with the existing</p>	<p>Scale, bulk & density – See attachment</p> <p>Open space – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

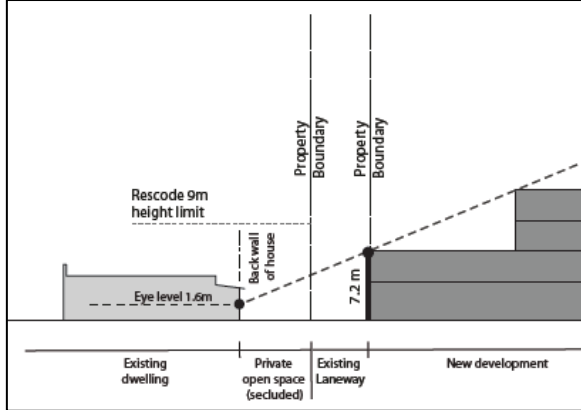
No.	Submitter	Summary of submission	Management comments
		<p>neighbourhood character and ensure the privacy of existing residents.</p> <ul style="list-style-type: none"> • Aesthetics <p>The current 'village' feel of Kensington is one of the most attractive characteristics of the area and it is important that any new additions be consistent with this. All new developments should comply with strict building regulations to conform with the current design aesthetics of the area.</p> <ul style="list-style-type: none"> • Lack of parks and recreation <p>The amendment appears to neglect the expansion of park and recreational areas in a manner commensurate to the increase in population the proposed new developments will bring.</p> <ul style="list-style-type: none"> • Lack of transport infrastructure <p>Traffic is already frustratingly congested on major arterials (racecourse and Macaulay Roads) and public transport at Kensington and Macaulay stations is currently unsatisfactory (overcrowded trains at Kensington station and a significant upgrade of Macaulay station is required for safety & aesthetic reasons). The increase in population will require a proportionate transport infrastructure response which appears to be lacking.</p>	
40	Hamish Head	<p>The submitter states that whilst he is pro-development and understands that there is a housing shortage in inner Melbourne, he believes there needs to be a review of which suburbs have the requisite capacity (infrastructure, schools, retail etc) to support the required residential growth.</p> <p>The submitter recommends a full review of Kensington's ability to support this high density be carried out before approval of the amendment is considered and lists the following matters as needing to be reviewed:</p> <ul style="list-style-type: none"> • Traffic congestion • Rail capacity • Heritage nature of Kensington 	<p>Scope of the amendment – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> Recent nearby apartment developments (eg. On Racecourse Road opposite Racing Victoria offices), which appear to be incomplete, inhabited and for sale (why is that so?). Is the proposed changes in the interest of the existing community (who have chosen to pay a premium to live in Kensington) or the developers who will reap the financial gains? Or both? 	
41	Sian Harris & Paul Cassar	<p>The submitters object to the amendment in its current form.</p> <p>The submitters do not believe that the social infrastructure requirements of the resulting increase in population has been sufficiently considered and addressed, in particular the provision of new open space and the pressure on schools and public transport. The submitters therefore do not believe the amendment should be approved until the state government has committed to an additional metro line and public services & facilities.</p> <p>The submitters strongly oppose the provision of a discretionary additional 30% above the preferred height controls. If the heights have been determined that these height limits are appropriate then there should be no avenue for discretion at all. The Arden-Macaulay community, developers and Council all need to be satisfied that the height limits are clear, transparent and mandatory.</p> <p>The submitters do not support the proposed prominence of 20 meter height controls along Macaulay Road, Stubbs Street and Boundary Road. Facades at those heights can result in concrete canyons and limit the natural light, air and amenity of an entire locality. Furthermore, the submitters consider that this 20 meter (plus possible additional 30%) building height at street level do not coincide with the existing single storey dwellings and the social amenity of the precinct. The ability for natural light and open space is just as important as the need to provide for the future growth and expansion of the CBD area. The submitter suggests lowering the building height at street level and staging back additional levels (as proposed).</p>	<p>Public open space – See attachment</p> <p>Schools/community services – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
42	Naomi Fennell	See submission 29	See submission 29
43	Bernard Stahr	The submitter believes that regardless of the stated mitigations, the	Scale, bulk & density – See attachment

No.	Submitter	Summary of submission	Management comments
		<p>amendment would cause Macaulay Road between the two railway lines to become a canyon of vertical walls many times the height of what currently exists, robbing it of its open and non-threatening feel, excluding sunlight and funnelling wind.</p> <p>The submitter does not believe that rail and road saturation can be resolved through the Metro tunnel accommodating increased rail patronage or by motorists using alternative routes to bypass congestion. The submitter believes that the proposed Metro tunnel is unlikely to be built for decades if ever and that the road traffic is frequently gridlocked on Macaulay and racecourse Roads because there is no alternative route.</p> <p>The submitter believes that the open space provision included in the amendment is embarrassingly inadequate for the massive increase in population. Public amenities must be planned and provided before suburbs are developed given that increasing land values and lack of political will prevent land being resumed after the fact, regardless of whether a levy has been applied to development. This also applies to public transport corridors, roads, schools, libraries, utilities and cultural venues.</p> <p>The submitter believes that the only advantage the amendment will confer is to developers and their contractors. Developers do not 'need' the massive template of the amendment to 'give certainty'; the industrial areas of Arden-Macaulay will be redeveloped even if much tighter controls are applied.</p> <p>The submitter strongly objects to the amendment in its current form and encourages a new plan be created which ensures the sustainable, beautiful renewal of Arden-Macaulay with ample amenity for a sensible number of new residents in architecturally well considered and orientated dwellings in sympathy with the rest of residential Kensington.</p>	<p>Public transport – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
44	Rick Clarke	<p>The submitter thinks that the amendment will be a fantastic improvement for Melbourne and the local area as this area is currently under-utilised and in dire need of urban renewal.</p> <p>The submitter is concerned with the availability of affordable housing in the inner city in areas with good access to transport and local shops, cafes, bars and other amenities and therefore supports high density living in the inner city</p>	<p>No changes to the Amendment are required in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>where people do not need to rely on private cars for transportation and can have a plethora of business and community facilities at their doorstep.</p>	
45	Fiona Parkinson	<p>The submitter states that whilst she is supportive and realistic about future residential development in the area, she has the following two major concerns about the amendment:</p> <ul style="list-style-type: none"> • Bulk/multi-storey developments not in keeping with the area <p>In the block bounded by Rankins Road, Stubbs Street and Macaulay Road, most buildings are currently single storey with some blocks of flats up to three storeys in height. The amendment makes provisions for much higher buildings and the submitter feels that this would negatively impact on the visual aesthetics and amenity of the area. The area close to Kensington station should be preserved as much as possible to maintain the appeal of the heritage station and surrounds, an attractive central point in the suburb.</p> <ul style="list-style-type: none"> • Infrastructure sufficient to support the increase in population <p>Whilst local residents have excellent access to public transport, the level of service is not adequate and results in overcrowding at peak hour. Traffic congestion is also a problem and so is on-street car parking as a result of recent developments having been permitted to provide fewer car spaces than apartments. The submitter feels that additional residential development will place enormous pressure on an already strained public transport system and on parking. The submitter would therefore like to see greater co-operations between Council and public transport operators to ensure plans are put in place to manage the greater patronage created by developments and would like to see traffic management plans in place prior to planning approvals for any new development.</p>	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
46	Andrew Mealor & Reannon Ryan	<p>The submitter objects to the amendment on the following grounds:</p> <ul style="list-style-type: none"> • Traffic is terrible, particularly on Macaulay Road, delays at the rail crossings are common and will be far worse with the population increase that will result from the amendment. • While the area has two train lines servicing it, the services at peak hour are already at capacity and again this will be far worse with the 	<p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>population increase that will result from the amendment</p> <p>The submitters do not believe that what is proposed as part of the amendment is in keeping with the village feel and will not benefit the area.</p>	
47	Lexie Walker	<p>The submitter objects to the amendment in its present form and is particularly concerned with the following matters:</p> <ul style="list-style-type: none"> • Excessive height and bulk • Lack of setbacks • Traffic congestion • Lack of parking • Lack of sympathy with existing building character and heritage values • Lack of amenity, particularly open space. <p>The submitter recommends that development proceed with a much lighter footprint having regard to the abovementioned matters.</p>	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Heritage – See attachment</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
48	Jane Liefman & Stuart Tait	<p>The submitters feel that their previously suggested changes relating to the heights proposed and to the laneway between Macaulay Road and Robertson Street have been ignored. The submitters had requested a 'green buffer' between existing buildings and the laneway running along the back of houses located in Barnett Street between Macaulay Road and Robertson Street.</p> <p>The submitters state that whilst they acknowledge there needs to be re-zoning of under-utilised sites in inner Melbourne, they do not accept that there has been consideration and appropriate investigation to create a plan that will accommodate the true density figure relating to increased population resulting from increased residential buildings.</p> <p>If the amendment is to proceed in its current form, the submitters feel that they would be impacted by increased population, increased road traffic, pressure on vehicle parking, pressure on public transport, privacy issues, increased noise, safety concerns relating to community park users, reduction in community amenity, a threat to the ambience and fabric of the heritage area and inadequate green open spaces to accommodate a larger population.</p>	<p>The existing laneway (Council laneway CL0167) is proposed to be widened to improve pedestrian and cycling access, to provide opportunities for landscaping and to allow opportunities for vehicular access to private development.</p> <p>The proposed DDO60 includes requirements in relation to height and building envelope at the rear of new development separated from existing low scale residential by an existing laneway (figure 5, see below). These requirements are considered to provide an appropriate transition in height and minimise the visual impact of upper levels.</p>

No.	Submitter	Summary of submission	Management comments
		<p>The submitters urges Council to reconsider the proposal in its current form and request that the amendment be deferred so that a more detailed and 'fine-grain' planning and design framework can be developed.</p>	 <p>Figure 5</p> <p>Scope of amendment – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Public open space – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
49	Tanja Luckins	<p>The submitter objects to the amendment on the following grounds:</p> <ul style="list-style-type: none"> • Height controls of 20m and 30m is excessive and out of context, especially in the precinct bordered by Racecourse, Macaulay, Lambeth and Barnett • Heights should be mandatory, not discretionary • No undertakings to provide schools or public transport improvements. • The provision for green/open spaces is inadequate, especially for children and it is not clear that the open space will be delivered. The proposed green area next to the Upfield line and underneath the Citylink freeway is not adequate and would not provide a peaceful and relaxing environment. 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Schools/community services – See attachment</p> <p>Public transport – See attachment</p> <p>Public open space – See attachment</p> <p>Public housing & affordable housing – Not within the scope of the Amendment; however, Council is currently undertaking work to address the issues of</p>

No.	Submitter	Summary of submission	Management comments
		<p>Development will in fact result in the removal of greenery, as was the case with the Centennial Apartments on Smith Street where trees are yet to be replanted.</p> <ul style="list-style-type: none"> No provision for public housing with a focus on private development. The very elements that made Kensington Banks and the houses facing Altona and Derby Street so successful are missing from the amendment. The amendment ignores Kensington's history and heritage. Kensington has a long history of coexisting residential and industrial uses and there is a rejuvenation of space currently happening with small workshops existing next to new 2-3 storey apartments. The amendment proposes a framework for land use change and growth in Kensington the scale, height and density of which is out of character with the neighbourhood. The submitter refers to the amendment being 'soviet style' and refers to the MacRobertson project in Fitzroy as successful reuse of former industrial buildings. 	<p>social and affordable housing across the municipality.</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
50	Duncan Harrington	<p>The submitter objects to the amendment and requests further detailed consideration of the following matters:</p> <ul style="list-style-type: none"> Current and proposed zoning not in line with use of land <p>The homes on Bruce and Elizabeth Streets are not recognised by the proposed plan. Even though the Rates paid by these homes are issued as 'residential', maps presented and the proposed zoning changes do not represent the buildings heritage value or the fact that they are residential homes.</p> <ul style="list-style-type: none"> Built form and amenity <p>The proposed heights are generally excessive, in particular the 20 metre height in the local residential streets west of Stubbs Street, which are out of character with the established low scale fine grain character of the existing cottages and terraces. The proposed stepped down approach to reducing scale adjoining or opposite existing dwellings is a crude and inappropriate method of managing the mass, scale, height and amenity impact of the built form.</p> <p>The heights proposed south of Macaulay Road are also unsympathetic to the</p>	<p>Proposed Business 3 Zone – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i></p> <p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>Heritage – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>scale and amenity of existing individual dwellings.</p> <p>The requirement for zero setbacks at street level is inappropriate as it would stifle a pedestrian friendly and architecturally interesting built form of varied setbacks and landscaping opportunities.</p> <p>The 20 metre plus (6-8 storeys) heights proposed along Macaulay Road will create a canyon effect that relates poorly to the Kensington neighbourhood and the low scale residential community behind.</p> <p>Mandatory heights are necessary to provide certainty to developers and the community. The proposed additional discretionary heights have no justification or associated community benefit.</p> <ul style="list-style-type: none"> • Traffic and congestion <p>Macaulay and Racecourse Roads are already experiencing grid lock as a result of through traffic volumes and existing bottlenecks from the two train crossings. The amendment will result in additional traffic volume and there is no possible and desirable strategy to manage traffic volumes. Although two train stations are nearby, there are currently huge delays at peak times and it is unrealistic to expect new residents and workers to use public transport for all or even a majority of their trips.</p> <ul style="list-style-type: none"> • Public open space <p>Inadequate public open space is proposed to cater for the new population and arguably existing population. Furthermore, there are no mechanisms to ensure delivery in so far as compulsory acquisition of land for public open space is not proposed. It is critical that the proposed residential apartments have good quality access to well designed public open space; including active and passive recreation. More playgrounds are essential within neighbourhood streets. Other active public open space opportunities are also necessary.</p> <ul style="list-style-type: none"> • Heritage <p>Existing industrial and residential heritage must be protected via planning controls before any land is rezoned and the opportunity is not lost or left to the discretion of the developer, eg. The Young and Husband Building which is of State historic and cultural significance.</p>	

No.	Submitter	Summary of submission	Management comments
51	Kate Harrigan	See submission 29	See submission 29
52	Comdain Property/70 Chelmsford St Investments Pty Ltd	<p>The submitter applauds Council for their vision for the area and their proactive approach to Strategic Planning. In particular, the submitter supports</p> <ul style="list-style-type: none"> • Active street frontages • Rezoning of the submitter's land from Industrial 3 Zone to Mixed Use Zone given that this area is underutilised, that industrial use is not the higher and best use of the land and that the mixed use zone will allow employment uses to continue in the area • The intent of the proposed height controls and believes such density is appropriate for a city fringe regeneration area. However, the submitter suggests that: <ul style="list-style-type: none"> • The controls be discretionary so that developments may exceed the proposed heights where appropriate • Sites such as the submitter's land, where the only residential interface is to the north, be considered for higher limits as there will be no overshadowing and with appropriate articulation and upper storey setbacks, whether the building is 6 or 10+ storeys would not be discernible from across the street. The submitter believes that increases in height limits also allow for creative solutions to ensure high quality private and public Open Spaces. Some areas may remain low rise to the North of such Open Spaces and allow greater height elsewhere. The submitter also believes that to ensure the desired densities are achieved, such increases in height are necessary given that some properties will not be developed and others will be developed to lower densities due to market conditions, developer preferences, viable businesses etc. Lastly, the submitter believes that increased heights will increase the viability of transport & cycling infrastructure, local businesses and power, water and other service infrastructure. • Reduced reliance on cars. However, the submitter suggests a minimum car parking rate per dwelling be set and that a maximum car parking rate be increased to 1.5 per dwelling. The submitter suggests the maximum car 	<p>Parking – see attachment</p> <p>Mandatory & discretionary heights – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i></p>

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		parking rate per dwelling relate to the number of bedrooms and suggests the consideration of car share initiatives such as Flexicar to reduce car ownership.	
53	Jan Lacey	<p>The submitter refers to a newspaper article reporting that the State Parliament's <i>Inquiry into Liveability Options in Outer Suburban Melbourne</i> finds that there is cause for concern about a lack of services and infrastructure in Melbourne's newest suburbs and it recommends clear triggers on the timing of infrastructure, based on population. The submitter believes that unless such triggers are developed for inner Melbourne we will face the same problems that are experienced in outer Melbourne. The submitter therefore wants to see an evaluation of what we have now and how it will need to expand to meet planned population growth.</p> <p>The submitter lists the following concerns:</p> <p>Open space is needed now.</p> <p>Schools</p> <ul style="list-style-type: none"> • Council must assess anticipated growth and tell the State government what schools will be needed on that basis. And land must be set aside now for this. <p>Public transport</p> <ul style="list-style-type: none"> • Council needs to lobby the state government for improved services to meet growth needs. <p>Medical and dental services</p> <ul style="list-style-type: none"> • Does the provision of these services comply with professional guidelines? The submitter describes the difficulty of getting medical services at short notice. <p>Kindergartens and other services</p> <ul style="list-style-type: none"> • Council must work to ensure that shortages do not occur for these amenities, and that the area will not be swamped with new residents all battling for the same services (are developer contributions being 	<p>Public open space – See attachment</p> <p>Schools/community facilities – See attachment</p> <p>Public transport – See attachment</p> <p>Zero setbacks – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>mandated?).</p> <p>Built form – proposed zero setback</p> <ul style="list-style-type: none"> • Much of North Melbourne is grey and austere. Climate change demands green spaces which also softens streetscapes. Where is the environmental or aesthetic benefit of zero setback. <p>Population density</p> <ul style="list-style-type: none"> • The Council assumption of two people per dwelling is very conservative and needs to be got right so that critical calculations about growth are correct. <p>The submitter wants residents in the area to receive the infrastructure they need to meet the planned growth and until reassurances can be made, does not support the population densities envisaged.</p>	
54	Neil & Veronica Matheson	<p>The submitters object to the amendment in its present form on the following grounds:</p> <ul style="list-style-type: none"> • The amendment will lead to an overdevelopment of the area and will result in poor amenity for residents. The density proposed should be reduced. • The zero setback for some areas is inappropriate particularly for the more residential type areas. The setback of maybe 3 metres should be provided in these areas to enable gardens to grow to enhance amenity and give better air quality and less pollution. • The large increase in the number of dwellings and hence the number of new residents will mean that amenities, such as playgrounds, parks and libraries, which are there now as well as those proposed will be inadequate. 	<p>Scale, bulk & density – See attachment</p> <p>Zero setbacks – See attachment</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
55	Vision Australia	<p>Vision Australia supports the amendment subject to:</p> <ul style="list-style-type: none"> • There being no impact on the ongoing existing use of their sites; and, • A change is made to the “new through links” shown in the proposed new DDO60, so that the proposed new link be located further north. As Vision 	<p>The creation of new through connections will improve the permeability of the public realm. The location of new through connections has been determined by a number of considerations as set out in the Structure Plan. These new through connections will only be</p>

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		<p>Australia is in the process of redeveloping this parcel of land along the adjoining Lot it would seem prudent to relocate the through connection to the northern boundary of Lot 1 to ensure any further redevelopment of the land can be undertaken in an effective manner.</p>	<p>required through the application of the proposed new DDO60 if and when land is redeveloped.</p> <p>In this particular instance, a new through connection is required through the Vision Australia site. Based on the set of considerations applied to the selection of the location of new through connections and so as not to compromise the heritage graded fabric of the building on lot 1 on PS336178H, the best location for a new through connection is considered to be along the boundary of lots 6 & 7 of PS336182S.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
56	Margaret Baynes	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> • With increased population how are we going to manage the additional traffic and demand on amenities, particularly public transport which is already overcrowded. • While it is appropriate to offer more living space close to the city the proposed building heights seem out of place with the ambiance of the area. • The discretionary terms would allow buildings to be bigger than first indicated. • Further consideration should be given to town-house type dwellings rather than high-rise apartment blocks. <p>The submitter is also concerned about a lack of understanding in the community of the Amendment and believes Council should make a more concerted effort to make sure everyone understands what is proposed.</p>	<p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
57	Ben and Momoko McCartney	<p>The submitter raises the following concerns and believes the objectives of the amendment should be reviewed before proceeding:</p> <ul style="list-style-type: none"> • The impact on social infrastructure within Kensington e.g. schools and child care are already at capacity and this issue should be addressed before 	<p>Social infrastructure – See attachment</p> <p>Public transport – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in</p>

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		<p>C190 proceeds</p> <ul style="list-style-type: none"> • Transport infrastructure is a problem with passengers routinely unable to board city-bound trains, which will be made worse by C190 • Detrimental impact to heritage character of the area <p>Submitter believes the amendment should be deferred pending a fundamental review of its approach.</p>	response to this submission.
58	Anna Saalmans	See submission 29	See submission 29
59	Julie Walsh	<p>Supportive of redeveloping the more industrial parts of Kensington into accessible residential and commercial areas, however has the following concerns:</p> <ul style="list-style-type: none"> • Proposed buildings heights are too high and will result in overshadowing, particularly along Macaulay Road and Stubbs Street. • The rate of expansion and multiple redevelopments at the one time (rather than staggered redevelopment) will impact negatively on residents and visitors through road congestion from builders and restricted pedestrian access. • The area will be unable to meet the needs of a rapidly expanding population, as services are already stretched to capacity without any plan to expand these services. Building density envisaged under C190 will lead to social isolation, and access issues to services for new and existing residents. <p>The submitter recommends that Council further review planning densities and height allowances for new buildings and support this with a concurrent funded infrastructure plan.</p>	<p>Scale, bulk & density – See attachment</p> <p>Impact of building process – Conditions are placed on planning permits to deal with this.</p> <p>Public transport – See attachment</p> <p>Community Services – See attachment</p> <p>Public open space – See attachment</p> <p>Scope of amendment – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
60	Dr Ruth Sutherland	<p>The submitter is concerned that this area will lose its liveability as a result of increased traffic congestion in an area already congested given that the trains and roads are already at breaking point.</p> <p>The submitter would appreciate every effort made to get government</p>	<p>Traffic – See attachment</p> <p>Parking - See attachment</p> <p>No changes to the Amendment are recommended in</p>

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		commitment to infrastructure improvement and for new development to include green innovations such as flex car hubs and no car parking, to encourage residents to keep a low carbon footprint.	response to this submission.
61	Stan Jamce Cooke	This submitter requested information on market research to justify the current height limits and information on how the proposed changes will impact on the financial viability of the area.	Information was provided to the submitter who proceeded to lodge a submission but asked for it not to be made public. No changes to the Amendment are required in response to this submission.
62	Sharon Brown	The submitter has the following concerns: <ul style="list-style-type: none"> • Overdevelopment on the corner of Bent Street and Macaulay Road • Insufficient infrastructure and transport capacity to support the predicted number of residents • Car parking is insufficient and will degrade the liveability of the areas The submitter requests that the amendment be deferred until a full review and impact study is completed.	Scale, bulk & density – See attachment Infrastructure and public transport – See attachment Parking – See attachment No changes to the Amendment are recommended in response to this submission.
63	Yvonne Ericksson	The submitter has the following concerns: <ul style="list-style-type: none"> • Lose of value to property and loss of privacy as people would be able to look into the house. • Noise levels from cars and trucks is already significant, traffic is at a standstill at peak hours and carparking is a huge problem for people living and working in the area. • Public transport is struggling to keep up with current demand. • Are there plans for more schools and daycare centres. • The heights of the proposed new buildings don't fit in with the look and feel of Kensington and the heritage and history of the area need to be protected. • The community feel of Kensington may be lost if the proposal goes ahead. 	Property value – Not a planning consideration Traffic – See attachment Parking – See attachment Public transport – See attachment Community services – See attachment Heritage – See attachment Public open space – See attachment No changes to the Amendment are recommended in response to this submission.

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		<ul style="list-style-type: none"> • What will happen to the few small parks in the area? Will Kensington become a concrete jungle? <p>The submitter believes the current problems need to be sorted out before you add more issues to the area, and tall building could be concentrated in Docklands where it will not impact on well established residential areas</p>	
64	Petra Muhlfait	<p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> • The proposed building heights are excessive and adversely affect amenity via overshadowing, denying access to daylight and potential overlooking. • Developments of this scale will adversely impact on already existing parking and traffic flow issues. • Use of Little Hardiman Street could increase and create noise, pollution and safety concerns, this lane is not suitable for an increased volume of traffic • The proposed scale and style of buildings is out of keeping with the character of the neighbourhood. • Figure 11 to DDO60 allows for setbacks to retain solar access to private open space for single storey properties fronting Hardiman Street and extending to Little Hardiman Street at their rear. No such allowances have been made for the submitter's property. Access to light is already limited. A setback should be incorporated to protect direct solar access. 	<p>Scale, bulk & density – See attachment</p> <p>Parking - See attachment</p> <p>It is proposed to apply figure 11 of the proposed new DDO60 to new developments that back onto Little Hardiman Street west of Albermarle Street, given that Little Hardiman Street separates these potential new developments from low scale residential properties, which have their north facing private open space backing onto Little Hardiman Street.</p> <p>East of Albermarle Street, the form of existing development and the current zoning (Mixed Use Zone) are different and provide the potential for new developments both north and south of Little Hardiman Street. It is however important that developments on the south side of the Little Hardiman Street east of Albermarle Street receive a reasonable level of daylight/sunlight</p> <p><i>Management therefore recommends amending proposed DDO60 to more clearly state that the building envelope as shown on figure 3 should apply to new development backing onto an existing east-west laneway and to amend figure 3 by showing a 45 degree angle rather than 52 degree angle.</i></p>

No.	Submitter	Summary of submission	Management comments
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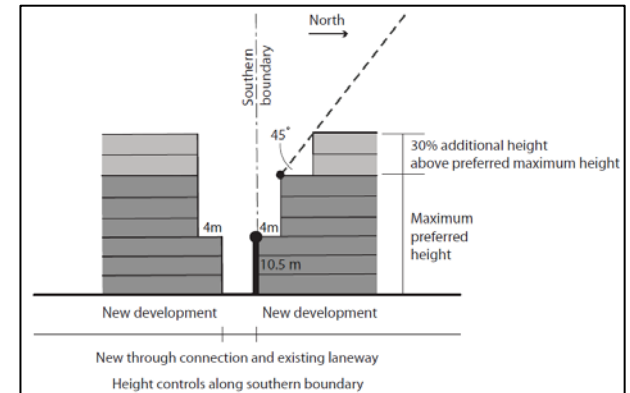


Figure 3

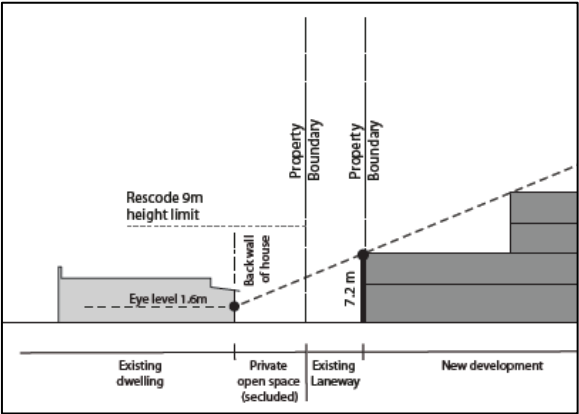
It should be noted that modelling shows that if this requirement is complied with by new developments north of Little Hardiman Street, the submitter’s private open space located at the southern end of his property (i.e. along Hardiman Street) will not be further overshadowed at the equinox than is currently the case.

65	Mairead Hannan	<p>Parkville, Carlton and South Yarra all receive far more care to create healthy communities with green spaces that are not afforded to this area, Hotham Hill and Arden Street.</p> <p>The submitter believes C190 provides an opportunity to create healthy, desirable and aesthetically pleasing environments.</p> <p>The submitter welcomes the opportunity for increased density and population to revitalise the area as it should bring liveability and increased amenity with improved walking paths, shopping precinct, access to entertainment, education and recreational facilities.</p>	<p>Community facilities – See attachment</p> <p>Public open space – See attachment</p> <p>Zero setbacks – See attachment</p> <p>Improvements to the public realm/footpaths – Not within the scope of the Amendment. Addressed in the Structure Plan</p> <p>Moonee Ponds Creek – The revitalisation of the creek environs as a recreational and environmental corridor is identified as a key strategy in the Arden-</p>
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No.	Submitter	Summary of submission	Management comments
		<p>The submitter has the following concerns and suggestions:</p> <p>Community facilities</p> <ul style="list-style-type: none"> • New community facilities are required for the new residents including schools, aged care, recreation, space for shops and for people to gather – specifically a new oval and multi-purpose community space at the large block on Macaulay Road between Stubbs and Robertsons Streets. • Designate in the place where major community facilities and spaces will be housed. With a projected 300% increase in population the area will need more facilities as the current ones are already at capacity. • Melbourne is an expensive city to live in but this can be made easier if services are close and available, specifically if Council is discouraging cars to enter and park in this area in the future, we will need to be able to access what we need without relying on cars. <p>Open space</p> <ul style="list-style-type: none"> • Council should use this opportunity to provide recreational and green space and should exchange the area alongside the creek on Stubbs Street that is currently designated potential green space, for a bigger space allowing for an oval, school and community facilities – the space along the creek is not attractive and does not lend itself easily to recreation and could better be used for buildings <p>Zero setback</p> <ul style="list-style-type: none"> • Change the requirement for buildings to be built to the boundary as it is unnecessary and does not account for social spaces that promote connectedness in the community. Closed door garage facades do not support interaction and are uncharacteristic of the area. The heritage of the areas is characterised by verandas. <p>Footpaths</p> <ul style="list-style-type: none"> • Create wider footpaths in spaces where people will gather and interact such as at the shopping and community areas along Macaulay Road (which is currently an unpleasant walk). The wider, revitalised space will 	<p>Macaulay Structure Plan and a master plan for the creek is to be prepared in partnership with Melbourne Water, VicTrack, CityLink, Moonee Valley Council, Aboriginal Affairs Victoria and private landowners.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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		<p>also allow for bike parking, bin space, greenery and seating.</p> <p>Moonee Ponds Creek</p> <ul style="list-style-type: none"> Review the relationship to the Moonee Ponds Creek, which is highly unlikely to be a desirable recreation space as it is still subject to flooding and currently called a 'drain'. While it should be improved it will not be a recreational destination. 	
66	Antonio Tiganis	See submission 65	See submission 65
67	Rory Tonkin	<p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> 8 storey's is too high and should be amended. Public transport needs to be improved before there are more people living here. <p>The submitter recommends a lower height limit and a detailed plan regarding schools, bike facilities and routes and public transport.</p>	<p>Scale, bulk & density – See attachment</p> <p>Public Transport – See attachment</p> <p>Community Facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
68	Brent Hooley	<p>The primary concern of the submitter is traffic management. Macaulay Road has become a gridlocked mess with two level crossing, and all streets feeding into it are affected.</p> <p>More people are welcome into the area, but the traffic flows on Macaulay Road need to be improved first.</p> <p>Local bus transport is also affected by the Macaulay Road mess.</p>	<p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
69	Michael Gunter	<p>The area around the Moonee Ponds Creek is a flood prone swamp. Faults in the levee's flood defences between Stubbs Street and the creek have regularly led to flooding of businesses and Moonee Valley planning approvals for street level entrances of these premises were seriously in error.</p> <p>With the drought of 1996-2010, Citywide's "waterproofing" of the bluestone gutters by concretising them, and the slight rise in salty high tides along Moonee Ponds Creek, salinity may already be a problem in this former swamp.</p> <p>A long term plan for this former swamp should be to turn it into a "Little Venice"</p>	<p>Moonee Ponds Creek – The revitalisation of the creek environs as a recreational and environmental corridor is identified as a key strategy in the Arden-Macaulay Structure Plan and a master plan for the creek is to be prepared in partnership with Melbourne Water, VicTrack, CityLink, Moonee Valley Council, Aboriginal Affairs Victoria and private landowners.</p> <p>No changes to the Amendment are recommended in</p>

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		<p>or rehabilitate it to a natural wetland.</p> <p>If C190 goes ahead, Council will need will need to massively invest in a higher levee bank and lots of polluting pumping systems so that there is no overtopping of the levee during “king tide” to avoid a flood disaster.</p>	<p>response to this submission.</p>
70	Gabrielle Wilson	<p>Opposes C190 and the proposed development allowances for the following reasons:</p> <ul style="list-style-type: none"> • Redevelopment enabled by C190 would destroy the historic character by the introduction of modern designed buildings. • The infrastructure in Kensington cannot sustain such an increase in population, particularly the traffic flow on Macaulay Road and the two train lines which struggle to cope. • The introduction of more competition would negatively impact the existing small businesses. • Surrounding areas such as Footscray are also seeing the development of multi-storey apartments which will impact local services and C190 will exacerbate this. 	<p>Heritage – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
71	Narelle Glynn	<p>The submitter believes C190 is overdeveloping an already stressed traffic management and rail system and is particularly concerned about:</p> <ul style="list-style-type: none"> • The impact on Macaulay Road traffic. • The impact on resident parking given many new residents will not be entitled to on-street parking permits and visitor parking. • Park hour trains are already overloaded and often impossible to board and current bus routes only reach the city fringe and are not a viable alternative <p>C190 should be reviewed with these matters in mind.</p>	<p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Public Transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
72	Andrew McSweeney	<p>Opposes the amendment and is particularly concerned about overdevelopment of high rise buildings which is driven by investors and developers with no interest in living in the area and who are only concerned about making a profit</p> <p>The first priority for Council should be the local residents rather than</p>	<p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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		<p>developers.</p>	
73	<p>Scott Fraser</p>	<p>Opposes the amendment and is particularly concerned about the impact of development on the current warehouse site that backs the laneway behind the submitters house (while acknowledging that the lower height limit of 7.5m and tiered levels is an attempt to minimise impact). In particular:</p> <ul style="list-style-type: none"> • The laneway will likely be used as a driveway for new residents, which will increase noise and reduce the quality of outdoor living. • The 7.5m height on that site means that apartments could have a second storey looking directly into the backyard. • The additional 30% increase in height will further increase noise, traffic and stress on already limited infrastructure in the area. <p>The submitter recommends:</p> <ul style="list-style-type: none"> • Move the 7.5m height back from the existing laneway boundary at least 5m. • Ensure any apartments built are not able to have balconies looking directly into the backyards of existing residents. • Make the 20m height mandatory with no possibility of an extra 30% increase to this. 	<p>The existing laneway (Council laneway CL0167) is proposed to be widened to improve pedestrian and cycling access, to provide opportunities for landscaping and to allow opportunities for vehicular access to private development.</p> <p>The proposed DDO60 includes requirements in relation to height and building envelope at the rear of new development separated from existing low scale residential by an existing laneway (figure 5, see below). These requirements are considered to provide an appropriate transition in height and minimise the visual impact of upper levels.</p>  <p>Figure 5 Mandatory & discretionary heights – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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74	David Wood	<p>The submitter believes C190 should be deferred pending a fundamental review.</p> <p>C190 is heavily geared against the existing industries that work within the area and needs serious rethinking with a view toward mixed use, i.e. integration of residential use with the existing industries in the area.</p> <p>The submitter is particularly concerned about the effects of relaxed building height restrictions and overshadowing of existing buildings.</p> <p>Private and commercial parking is also an issue due to current shortages.</p>	<p>Impact on Existing industries – Amendment C190 includes noise attenuation requirements through the application of DDO26 to new residential & other sensitive uses in order to protect ongoing industrial and commercial uses in the area. In addition, the proposed application of the Mixed Use Zone north of Macaulay Road (across from the submitter’s property allows a mix of uses, not just residential uses. The submitter’s property is already zoned Mixed Use and no changes to the zoning is proposed as part of the Amendment.</p> <p>Scale, bulk & density – See attachment</p> <p>Parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
75	Paul Kippin	<p>The submitter believes further planning needs to occur before the land is rezoned and that C190 should be deferred until the following can be addressed:</p> <p>Public Open Space:</p> <ul style="list-style-type: none"> • Applauds the proposed new open spaces but is concerned that these will not eventuate without Council adopting a compulsory acquisition of the land or an overlay to define these areas. • The proposed public open space will address the needs of the existing population but does not cater for the proposed population • Council proposed mechanism to purchase properties one at a time will result in a patchwork of small, passive spaces which is not the desired outcome. <p>Incorrect Proposed Rezoned Area</p> <ul style="list-style-type: none"> • Elizabeth Street is the epitome of mixed use, with residences co-existing harmoniously with Allied Mills and other commercial businesses. Rather 	<p>Public Open Space – See attachment</p> <p>Proposed Business 3 Zone – see attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Zero setbacks – See attachment</p> <p>Mandatory & discretionary heights – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i></p> <p>Traffic – See attachment</p> <p>Heritage – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>than Business Zone 3 this area should be recognised as Mixed Use.</p> <p>Built Form and Amenity</p> <ul style="list-style-type: none"> • Will the proposed setbacks in C190 be adopted for areas nominated as Business 3 Zone? • The proposed heights are excessive, particularly the 20m height west of Stubbs Street and the height proposed south of Macaulay Road, which is out of character with the existing low scale terraces. • The requirement for zero setback is inappropriate and may stifle a pedestrian friendly and interesting built form and landscaping opportunities. • Mandatory heights are necessary to provide certainty to developers and community. There is no justification or associated community benefit for the additional discretionary height. <p>Traffic and Congestion</p> <ul style="list-style-type: none"> • There is no strategy to manage the increased traffic volumes and the two train stations are already full. <p>Heritage</p> <ul style="list-style-type: none"> • Existing heritage must be protected before land is rezoned and the opportunity is lost. <p>Community Assets</p> <ul style="list-style-type: none"> • There is no provision for additional community assets to cope with the expected population boom 	<p>Community facilities – See attachment</p>
76	Ann Hood	See submission 29	See submission 29
77	Jesson Tan	<p>The submitter believes it is an exciting time for Kensington and has the following concerns and suggestions:</p> <p>Rezoning land along the eastern side of Stubbs Street to Public Park and Recreation Zone is not a good way forward:</p> <ul style="list-style-type: none"> • Noise generated and view from both the highway above and the train route 	<p>Stubbs Street rezoning to Park and Recreation</p> <p>Moonee Ponds Creek – The revitalisation of the creek environs, including the adjoining land (along the western side of the creek) as a recreational and environmental corridor is identified as a key strategy</p>

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		<p>will compromise the amenity.</p> <ul style="list-style-type: none"> • It seems like a suitable place for shops and commercial buildings given its location between two main streets. • Most successful parks are enclosed by residents and commercial activities allowing for passive surveillance. <p>The submitter proposes having mid to high-rise mixed use in the eastern side of Stubbs Street and replacing the western fringes of Stubbs Street with open space.</p> <p>The buildings constructed along Stubbs Street (acoustically attenuated) can then form a barrier to the train and enclose the open space.</p> <p>A small commercial hub around the open space (milkbar, gym, supermarket) could encourage a sense of community and encourage park usage.</p> <p>The proposed area will need to be designed to create a sense of ownership from the community and studies on community preferences would need to be done.</p> <p>Design for a workable mixed use space is more than just placing commercial activities on the first two to three stories and engagement with the local community may be required to create more responsible design outcomes for each large site.</p> <p>The flora and fauna along the Moonee Ponds Creek needs to be protected however development along the creek is also desirable.</p>	<p>in the Arden-Macaulay Structure Plan and a master plan for the creek is to be prepared in partnership with Melbourne Water, VicTrack, CityLink, Moonee Valley Council, Aboriginal Affairs Victoria and private landowners.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
78	Stephen Alomes	<p>The submitter has the following concerns and suggestions:</p> <ul style="list-style-type: none"> • While some increase to density is valuable, 8 storey high-rise along Macaulay Road will be detrimental to the physical, social and cultural amenity of the area. • Kensington should be a walking suburb within reach of the city, which will not be achieved through excessive high rise. • 8 storeys on Macaulay Road will create a canyon with limited light. • There is a shortage of green space on this side of the suburb is another 	<p>Scale, bulk & density – See attachment</p> <p>Public open space – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>reason why development should be moderated.</p> <ul style="list-style-type: none"> • Cars from the highly population buildings with further impede traffic movement in a street which has two level crossings and country trains. • Socially, it will produce the slums of the future which will diminish property values over time. <p>The submitter recommends:</p> <ul style="list-style-type: none"> • There should be a mix of two and four storey's all with underground parking. • Between rail crossings there should be no more than 2-3, 6-storey buildings with underground parking and a compulsory setback providing open space. 	
79	Justine Kippin	See submission 75	See submission 75
80	Fran Sciarretta	<p>The submitter requests that C190 be deferred for more planning work to occur.</p> <p>The submitter has no issue with turning under-utilised industrial sites into mixed use, with affordable housing and provision for families, singles and couples to live.</p> <p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> • The plans do not sufficiently provide for the infrastructure needs of additional residents and workers • Council needs to serve the community ahead of developers and insist developers contribute to community facilities. • It is not good enough to hope that developers will fund open space and the Council will purchase at some stage in the future. • Potential traffic issues need to be dealt with up front as well as the lack of public transport. People will be more willing to give up their cars if this is dealt with. • The proposed built form may contribute to a canyon effect. 	<p>Infrastructure/community facilities – See attachment</p> <p>Public open Space – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
81	Margaret Bradbeer	<p>The submitter has seen many positive changes to Kensington over the years but objects to the following aspects of C190:</p> <ul style="list-style-type: none"> • While inner city residential development is necessary to prevent sprawl, the proposals outlined in C190 will be detrimental to the village-community life in Kensington. • 6-8 storeys' on Macaulay Road would create a visual canyon which is out of keeping with the community. • There is a lack of infrastructure to accommodate a large increase in population. • There is traffic gridlock problem on Macaulay Road which will be made worse <p>The submitter recommends greater community consultation.</p>	<p>Scale, bulk & density – See attachment Infrastructure/community facilities – See attachment Traffic – See attachment Public consultation – See attachment No changes to the Amendment are recommended in response to this submission.</p>
82	Francis Mezzatesta	<p>The submitter has the following concerns and would like C190 deferred:</p> <ul style="list-style-type: none"> • Heights of buildings and the amount of extra residents • Flow on effect to traffic and parking • Destroying city views 	<p>Scale, bulk & density – See attachment Traffic and Parking – See attachment Views – Not a planning consideration No changes to the Amendment are recommended in response to this submission.</p>
83	Neil and Joss Tonkin	<p>The submitter has the following concerns and suggestions:</p> <ul style="list-style-type: none"> • 6 storeys on Macaulay Road and Stubbs Street is too high and would result in a canyon. This should be 4 storeys with a 20m setback from the road, landscaped. 6 storeys would be ok behind the front row and should not be optional to go to 8. • There should be commercial activity at street level (to avoid the barren feeling like in Southbank). • Provide schools and open space before the land is handed over to developers. <p>Once the limits are set in place they must be strictly adhered to and not varied</p>	<p>Scale, bulk & density – See attachment Open Space – See attachment Schools/community facilities – See attachment Mandatory & discretionary heights – See attachment No changes to the Amendment are recommended in response to this submission.</p>

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		<p>at the developers discretion who seek to maximise intensity and minimise community amenity.</p>	
84	Dr Lucy Firth	<p>The submitter believes there are inconsistencies between the Structure Plan and C190 and has the following concerns:</p> <p>Rezoning - Contrary to the Structure Plan, C190 rezones intended open space to Business 3 and the proposed Business1 Zone is inappropriate. All rezoning should follow the Structure Plan.</p> <p>Access to light and sunlight - The Structure Plan indicates a minimum of 5 hours of sunlight in winter to existing ground floor residences and C190 does not address this.</p> <p>Height limits - C190 does not reflect the height limits in the Structure Plan, particularly A7.</p> <p>It is unclear how heritage will be protected</p> <p>Noise Overlay – this does not cover noise from City Link trains and the generation of noise from such high density living.</p> <p>Land subject to inundation – while this deals with residential and commercial premises, the impact of the 100 year flood on open space and streetscapes has not been addressed. These should also be protected from inundation</p> <p>Open Space within developments – this is promised in the Structure Plan but not included in the built form controls.</p> <p>Mandatory height controls and discretion – there should be no discretion and the maximum should not be taken as a right, but only where design is good and provision of amenity is excellent.</p> <p>Environmentally sustainable design – the environmental concerns expressed in the Structure Plan and elsewhere in Council policy need to be included in C190 i.e. cross ventilation, and that a development does not reduce the sustainability of existing buildings.</p> <p>Social and public amenity to proceed to development – this includes schools, open space and transport services. These need to be bought and construction</p>	<p>Rezoning – Amendment C190 is in line with the recommended rezoning as shown in the adopted Structure Plan.</p> <p>Five hours of sunlight – The built form requirements contained in the table and illustrated in the diagrams in the proposed DDO60 are based on the provision of a minimum of five hours of sunlight to ground floors within streets that have residential uses at ground floor.</p> <p>Area 7 – The proposed overall preferred maximum height of 20 metres with the street edge and building enveloped along Melrose and Alfred Street being in accordance with figure 9 are considered appropriate for any future redevelopment of the Office of Housing site in Area 7.</p> <p>Heritage – See attachment</p> <p>Noise - Amendment C190 includes noise attenuation requirements through the application of DDO26 to new residential & other sensitive uses.</p> <p>Land subject to inundation – At application stage, the requirements of the Land Subject to Inundation Overlay will be considered for any land that is affected by it.</p> <p>Mandatory and discretionary heights – See attachment</p> <p>Environmentally sustainable design – The newly approved Energy Water and Waste Efficiency policy, which applied to the whole municipality, will address this.</p>

No.	Submitter	Summary of submission	Management comments
		<p>underway, before high density residential is allowed to proceed.</p> <p>Open Space – C190 needs to reflect the full provision of open space as shown in the structure plan.</p>	<p>Community facilities – See attachment</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
85	Tony Dare	<p>The submitter sees the benefit of rezoning industrial areas to mixed use, however it must be done in a way that doesn't harm existing communities. The submitter has the following concerns:</p> <ul style="list-style-type: none"> • Commitment to community facilities is lacking and there are no guarantees about sufficient open space. It is assumed that we just rely on the relevant authorities to provide facilities and Council's yet to be developed strategy to negotiate purchase of land. • The Council strategy is similar to that of a developer by pushing the envelope to the limit with too little regard for amenity. • The 20m height control for most of Kensington is excessive. The additional discretionary 30%, which will equal about 8 storeys, will it seems in most instances be approved by Council. It is these additional 2 storeys which will produce the most yield for developers and should be clawed back for public purposes. <p>The submitter would like C190 deferred so that a site-by site-approach can be adopted, rather than the current blanket approach, for example:</p> <ul style="list-style-type: none"> • It would be in keeping for Robertson Street to have town houses. • The area adjoining Allied Mills needs to have its own plan to protect heritage and provide a buffer to residences. • Heights limits on corner sites could be higher to allow for specialised buildings. • Discretionary height should be abandoned as they lead to objections and appeals. • Controls on the interface need to be strengthened, particularly in light of the discretionary 30%. 	<p>Community facilities – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Mandatory and discretionary heights – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>

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86	Anna Dare	<p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> • The 20m height allowance plus 30% is not suitable for Kensington. The existing single-storey residences will be dwarfed. Too many 20m buildings will totally change the character of the area. • There is no guarantee about how gradual all the development and change will be. • What plans have been made for community facilities? 	<p>Scale, bulk & density – See attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
87	Guy Smithers Sendy-	<p>The submitter believes the conversion of industrial buildings to mixed use is a good idea and there is good example in Hardiman Street, but has the following concerns:</p> <ul style="list-style-type: none"> • 8 storey height limit is excessive in a single storey area, and the hilly topography makes multi-storey buildings appear larger. • The Macaulay Road height control will create overshadowing of the single-storey residences. • Train lines are currently overstretched and will be made worse with extra residents. 	<p>Scale, bulk & density – See attachment</p> <p>Public Transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
88	Janice and Neville Keogh	<p>The submitter opposes the amendment and has the following concerns:</p> <ul style="list-style-type: none"> • High-rise will create a concrete jungle. • Loss of city views. • Parking is already an issue. • We need more parks. • The character and heritage of Kensington will be destroyed • Loss of property value 	<p>Scale, bulk & density – See attachment</p> <p>Property value and city views – Not planning considerations</p> <p>Parking – See attachment</p> <p>Public open space – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
89	Rory Hannan	<p>The submitter believes C190 provides an opportunity to create healthy, desirable and aesthetically pleasing environments.</p>	<p>Community facilities – See attachment</p> <p>Public open space – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>The submitter welcomes the opportunity for increased density and population to revitalise the area as it should bring liveability and increased amenity with improved walking paths, shopping precinct, access to entertainment, education and recreational facilities.</p> <p>The submitter has the following concerns and suggestions:</p> <p>Community facilities</p> <ul style="list-style-type: none"> • New community facilities are required for the new residents including schools, aged care, recreation, space for shops and for people to gather – specifically a new oval and multi-purpose community space at the large block on Macaulay Road between Stubbs and Robertsons Streets. • Designate in the place where major community facilities and spaces will be housed. With a projected 300% increase in population the area will need more facilities as the current ones are already at capacity. • Melbourne is an expensive city to live in but this can be made easier if services are close and available, specifically if Council is discouraging cars to enter and park in this area in the future, we will need to be able to access what we need without relying on cars. <p>Open space</p> <ul style="list-style-type: none"> • Council should use this opportunity to provide recreational and green space and should exchange the area alongside the creek on Stubbs Street that is currently designated potential green space, for a bigger space allowing for an oval, school and community facilities – the space along the creek is not attractive and does not lend itself easily to recreation and could better be used for buildings <p>Zero setback</p> <ul style="list-style-type: none"> • Change the requirement for buildings to be built to the boundary as it is unnecessary and does not account for social spaces that promote connectedness in the community. Closed door garage facades do not support interaction and are uncharacteristic of the area. The heritage of the areas is characterised by verandas. 	<p>Zero setbacks – See attachment</p> <p>Improvements to the public realm/footpaths – Not within the scope of the Amendment. Addressed in the Structure Plan</p> <p>Moonee Ponds Creek – The revitalisation of the creek environs as a recreational and environmental corridor is identified as a key strategy in the Arden-Macaulay Structure Plan and a master plan for the creek is to be prepared in partnership with Melbourne Water, VicTrack, CityLink, Moonee Valley Council, Aboriginal Affairs Victoria and private landowners.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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		<p>Footpaths</p> <ul style="list-style-type: none"> • Create wider footpaths in spaces where people will gather and interact such as at the shopping and community areas along Macaulay Road (which is currently an unpleasant walk). The wider, revitalised space will also allow for bike parking, bin space, greenery and seating. <p>Moonee Ponds Creek</p> <ul style="list-style-type: none"> • Review the relationship to the Moonee Ponds Creek, which is highly unlikely to be a desirable recreation space as it is still subject to flooding and currently called a 'drain'. While it should be improved it will not be a recreational destination. 	
90	Michelle Tonissen	<p>The submitter request further planning occur before the rezoning and has the following concerns:</p> <ul style="list-style-type: none"> • The proposed heights are out of character with the surrounding single dwellings. • Population growth will increase congestion in the area which is already a problem. You can't assume people will take public transport. • Access to public open space for new residents is important • Community services are already under duress and additional services need to be considered by Council. 	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
91	Peter Vogl	<p>The submitter believes C190 in its current form will have a negative effect on liveability and has the following concerns:</p> <ul style="list-style-type: none"> • Allowing 10 storey buildings next to low rise residential is not suitable. The existing industrial building are low in height and C190 should be changed so that new buildings are no higher than the existing. • The transition area is too small e.g Area 1 allows a building over 30m directly across the street from a single storey residence. • The requirement in DDO60 for good levels of daylight is based on the September and March equinox, which means the calculations are suitable for 6months of the years and for the rest of the year, considerably less light 	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Noise - Amendment C190 includes noise attenuation requirements through the application of DDO26 to new residential & other sensitive uses. These requirements are already applied in North Melbourne and are considered suitable for Arden-Macaulay.</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in</p>

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		<p>would be achieved. The calculations should be based on the Winter solstice to ensure good daylight levels are achieved all year round.</p> <ul style="list-style-type: none"> Noise attenuation requires closed windows which detracts from liveability and options for natural climate control. Approval close to City Link should not be allowed until noise barriers are installed on the freeway. The proposed buildings heights will lead to more traffic in the area, which is already highly congested. C190 does not include a realistic way of achieving the additional open space which is proposed, a stronger means such as compulsory acquisition should be used. 	<p>response to this submission.</p>
92	Jenni Niggli	<p>The submitter understands that the areas requires urban development, however cannot support C190 for the following reasons:</p> <ul style="list-style-type: none"> Community facilities and schools are already oversubscribed and C190 does not address the impact of an increased in population on these. Lack of open space is a concern. Streetscapes require setbacks for solar penetration and to prevent wind tunnelling. New buildings adjacent to heritage buildings should be setback and height restricted, and generally complement, rather than detract from the heritage value. High quality building materials and techniques should be mandatory. <p>The submitter renovated their property and adhered to the street setbacks, so as not to detract from the heritage streetscape and believes any adjacent building should be required to do the same</p> <p>A carpark should be required for each bedroom in a building so that residents do not have to park on the street.</p>	<p>Community facilities – See attachment Public open space – See attachment Scale, bulk & density – See attachment Heritage – See attachment Parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
93	Kathryn Boin	<p>The submitter understands wanting to redevelop the area for more housing, however has the concerns relating to public transport and an increased</p>	<p>Public transport – See attachment Traffic – See attachment</p>

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		<p>population.</p> <p>Congestion along Macaulay Road, with two level crossings, means a 10-minute trip to work takes 40-minutes, after having to wait until or second or third train has passed.</p> <p>The major transport infrastructure projects are years away, and while we wait, Kensington will become gridlocked as housing developments are quick and easy to approve.</p> <p>Developments should be staggered and occur at a rate at which infrastructure can keep up.</p> <p>Traffic flow and public transport should be improved before C190 is approved.</p>	<p>No changes to the Amendment are recommended in response to this submission.</p>
94	Kylie Saxon	<p>The submitter disapproved of C190 and has the following concerns:</p> <ul style="list-style-type: none"> • Community facilities and infrastructure, need to be improved before there is a further influx of people into Kensington. • Building height proposed is way too high and will impact on property value, views and the heritage character of the area (especially at Chelmsford Street). • Parking and traffic congestion in the area is poor and will only become worse. <p>The submitter does not want further commercial/industrial development in the area due to the noise and pollution, or inappropriate entertainment precincts with the associated loud and drunken behaviour.</p>	<p>Community facilities – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Property value and views – Not planning considerations</p> <p>Heritage – See attachment</p> <p>Parking – See attachment</p> <p>Traffic – See attachment</p> <p>Possible increase in commercial/industrial and entertainment uses – Industrial uses are currently allowed as of right in the industrially zoned land south of the submitter’s property; however, due to lack of demand for industrial space, Business 3 Zone is being introduced through the Amendment to facilitate more office development which is generally less noisy than industrial uses. As for entertainment type uses, these are subject to a permit being issued and any likely amenity impacts can be dealt with through permit conditions.</p> <p>No changes to the Amendment are recommended in</p>

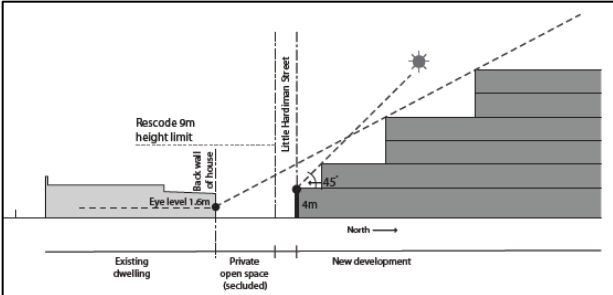
No.	Submitter	Summary of submission	Management comments
			response to this submission.
95	Fiona Cubitt	<p>See submission 29</p> <p>In addition, the submitter states that community facilities are already at capacity and there is no detail on the infrastructure that will be required to accommodate the growing population.</p>	<p>See submission 29</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
96	Tze Hao Lee	<p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> • Setbacks should be enforced for landscaping and tree planting otherwise the result will be a concrete jungle. • Traffic is at capacity, especially with the rail crossings, and all development should be accompanied by a proportional increase in infrastructure for road and carparks. • There should be more green corridors and links from Stubbs Street across Moonee Ponds Creek towards Royal Park (which is isolated due to heavy traffic along Flemington Road). • We need a variety of building height controls instead of a majority 20m or 30m which creates a monotonous streetscape. • There is a good opportunity to provide the “missing link” between Kensington Village and Pinoak Crescent Village. 	<p>Zero setbacks – See attachment</p> <p>Traffic and parking – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
97	Anne Badenhorst & David Coxsedg	<p>The submitter has the following concerns:</p> <ul style="list-style-type: none"> • Zero setbacks at street level will stifle a pedestrian friendly and architecturally interesting built form. • Traffic congestion and the required increase in public transport have not been addressed in line with population growth. • Unless industrial and residential heritage is protected the character of the area may be lost (i.e. Young and Husband building). • It would be expected to have affordable housing and dedicated spaces for small businesses to establish. 	<p>Zero setbacks – See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>Heritage – See attachment</p> <p>Public housing & affordable housing – Not within the scope of the Amendment; however, Council is currently undertaking work to address the issues of social and affordable housing across the municipality.</p>

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		<ul style="list-style-type: none"> Despite being outlined in the Structure Plan, there is no framework to ensure that the demand on community and cultural services will be met. 	<p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
98	Sujata Joshi	<p>The submitter is not opposed to the development but believes an opportunity to build a vibrant community may be lost if C190 is not fine-tuned in the following areas:</p> <p>Urban Structure and Built Form</p> <ul style="list-style-type: none"> Other models outside of the ‘stepped down’ approach should be explored to provide a more pedestrian friendly and architecturally varied built form with opportunities for landscaping, public space and ‘permeability’(e.g. a mix of high and low rise). The 20m plus along Macaulay Road may create a wind tunnel and be a heat trap. <p>Transport and access</p> <ul style="list-style-type: none"> Lobbying for extra train services and ‘active transport’ routes needs to occur along with the already stated provision of additional stations and cycle tracks, if it is to make an impact on clogged traffic routes. <p>Public Realm</p> <ul style="list-style-type: none"> Will the 5 new parks be enough to cater for the population increase. Requirements for developers to provide open space can be made mandatory. <p>Community Infrastructure</p> <ul style="list-style-type: none"> The plans need to facilitate pedestrian permeability into large sites and links across Moonee Ponds Creek, which will contribute to creating a vibrant community. Method of delivery and increase in community services must be considered. 	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p>Public open space – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
99	Leigh and Scott	The submitters raise the following concerns:	Scale, bulk & density – See attachment

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	Stuckey	<ul style="list-style-type: none"> The proposed height controls will impact on the neighbourhood character of Kensington and amenity of residential streets in terms of overshadowing. There are no plans to improve or provide amenities for new residents. Existing low levels of park land / open space and traffic congestion will be exacerbated. Increased commercial activity and nightclubs is inappropriate in terms of the impacts on existing residents such as increased traffic, noise and anti-social behaviour. The Amendment seeks only to provide revenue to developers and government and will not benefit the Kensington community. 	<p>Public open space – See attachment</p> <p>Community facilities – See attachment</p> <p>Traffic – See attachment</p> <p>Possible increase in commercial/industrial and entertainment uses – Industrial uses are currently allowed as of right in the industrially zoned land south of the submitter’s property; however, due to lack of demand for industrial space, Business 3 Zone is being introduced through the Amendment to facilitate more office development which is generally less noisy than industrial uses. As for entertainment type uses, these are subject to a permit being issued and any likely amenity impacts can be dealt with through permit conditions.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
100	Matthew Ritchie	<p>The submitter provides general support for the amendment to make greater use of the area but raises three concerns to be addressed:</p> <ul style="list-style-type: none"> Increased allocation for public open space is necessary for future additional residents. A plan / study is needed to alleviate traffic congestion including widening the Macaulay Road bridge to allow for a proper bike lane. Height limits should be mandatory upper limits. 	<p>Public open space – See attachment</p> <p>Traffic – See attachment</p> <p>Scale, bulk & density (including mandatory and discretionary heights) - See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
101	Darragh O'Brien	<p>The submitter supports the need to increase population in the inner city suburbs but believes that it needs to be done in a socially, economically and environmentally sustainable manner and raises the following concerns:</p> <ul style="list-style-type: none"> The proposed Amendment with blanket zoning, height limits and setbacks is outmoded and will not secure high quality urban design. The submitter believes that good urban design requires, diversity and variety of built form 	<p>Scale, bulk & density – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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		<p>(heights and setbacks) and open space”.</p> <ul style="list-style-type: none"> Detailed design guidelines for developers should be established to incorporate public amenity in exchange for increased yield. <p>The submitter seeks that the Amendment be deferred to allow for the preparation of a detailed masterplan involving negotiation with the land owners and community.</p> <p>NB: This submitter organised a workshop in the Kensington area which was attended by community members, planners, urban designers, architects, developers, economists and MPs and the topic of which was “Planning for socially, environmentally and economically sustainable communities in urban renewal areas”. Following the workshop, Mr O’Brien provided his summary of the workshop. This summary has not been considered as a formal submission, however it is available should Councillors or any members of the public wish to view it.</p>	
102	Chris Dwyer	<p>The submitter supports the renewal of Arden-Macaulay but raises the following concerns:</p> <ul style="list-style-type: none"> The proposed height limits up to eight storeys on Macaulay Road could result in a wind and visual wind tunnel with little natural light at street level. The proposed blanket height limits require more consideration as they do not address specific circumstances. The submitter recommends a massing study to limit impact on adjacent areas. Unclear intentions for addressing issues such as public transport, education, public open space and traffic congestion. <p>The submitter states that the Amendment is inconsistent with the village atmosphere of Kensington that is attractive to residents and visitors and that renewal should be sensitive to all aspects of liveability, identity, environment and sustainability. An acceptable bulk envelope for each site is suggested.</p>	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p>Community facilities – See attachment</p> <p>Public open space – See attachment</p> <p>Traffic – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
103	Theo and Jacqui Byard	<p>The submitters raise the following concerns:</p> <ul style="list-style-type: none"> • The design objectives are mutually exclusive in terms of allowing height but protecting pedestrian amenity of streets. Macaulay Road will become a canyon. • Stage 1 of the Arden-Macaulay Structure Plan should be delayed like Stage 2 as both dependant on public transport improvements. The submitters state that the problems with existing public transport services are chronic. • The proposed heights west of CityLink should be limited to the 9 metres standard under rescode due to the adjacent established residential area. In addition, the submitters state that any 30 per cent discretion should start from 9 metres. • Heights of 20 metres should be restricted to area east of CityLink and south of Arden Street. • The submitters state that the height controls are designed for developers not future residents (particularly along Macaulay Road) and that the discretionary additional will be exploited. 	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further performance measures to DDO60.</i></p>
104	Maritza Araneda	<p>The submitter objects to the Amendment on the following grounds:</p> <ul style="list-style-type: none"> • The proposed heights are excessive and out of scale with existing residential area in Kensington. The submitter is particularly concerned with heights along Macaulay Road which will impact property on Hardiman Street through lack of privacy, visual bulk and overshadowing. • Discretionary additional heights will result in even higher developments. • Line of sight to determine setback should be taken from dwelling rather than property boundary to ensure developments do not tower above existing dwellings. • Zero setbacks at street level are inappropriate. • Traffic congestion in local streets (particularly Eastwood, Elizabeth and 	<p>It is proposed to apply figure 11 (see below) in the proposed new DDO60 to new developments that back onto Little Hardiman Street west of Albermarle Street, given that Little Hardiman Street separates these potential new developments from low scale residential properties, which have their north facing private open space backing onto Little Hardiman Street. It is considered that these requirements will protect the amenity of existing residential properties by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>

No.	Submitter	Summary of submission	Management comments
		<p>Bent Street) will worsen due to proposed development in areas 12, 13 and 3 of DDO60.</p> <ul style="list-style-type: none"> Public transport is inadequate for existing residents let alone additional demand. Parking on Hardiman Street and nearby streets already overcrowded and the issue will be exacerbated by proposed development in areas 12, 13 and 3 of DDO60. The proposed height for area 12 of DDO60 and rezoning to Business 3 Zone is excessive and does not consider existing residents/dwellings. Inadequate public open space and no mechanism to ensure proposed areas as acquisition is not proposed In addition, the submitter states that the areas proposed along Bent Street and Stubb Street will be subject to flooding and increased traffic. The proposed heights are not consistent with the heritage buildings and streetscapes including industrial buildings. Additional noise pollution (traffic and redevelopment) will disturb the nature and feel of the neighbourhood. <p>The submitter seeks that the Amendment be deferred to allow for further consultation on the issues with residents.</p>	 <p>Figure 11</p> <p>Mandatory and discretionary heights – See attachment</p> <p>Zero setbacks – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Public transport – See attachment</p> <p>Proposed Business 3 Zone – See attachment</p> <p>Public open space – See attachment</p> <p>Heritage – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
105	Frances Lamb	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> The proposed development is inappropriate in terms of height and density. The proposed heights of six to eight storeys will overshadow the streetscape, create wind tunnels and block views. Community character of Kensington will be destroyed. 	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Community facilities – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Public transport, traffic and parking already under stress. • Services and amenities of Kensington are inadequate to cope with increased population. <p>The submitter seeks that the Amendment be deferred to incorporate more future thinking – community, sustainability, environmental management and the physical environment.</p>	<p>Public open space – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
106	Gabriella Salmon	See submission 104	See submission 104
107	Colleen and John Mitchell	<p>The submitters raise the following concerns:</p> <ul style="list-style-type: none"> • Community feel in Kensington will be eroded. • Inadequate provision of public open space. • No undertakings for public transport and education. • The proposed heights will result in “building after building of apartments”. • Built form controls do not relate to context and will harm the amenity of existing residential areas. <p>The submitter seeks that the Amendment be reviewed.</p>	<p>Public open space – See attachment</p> <p>Public transport – See attachment</p> <p>Community facilities – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
108	Tall Storey Partnerships (owner of 64 Stubbs Street) c/- Gerard Gilfedder, Sweett (Australia) Pty Ltd	<p>The submitter supports the Amendment particularly:</p> <ul style="list-style-type: none"> • The proposed MUZ for the subject site and wider Stubbs Street area which will allow a wider range of permissible uses without floorspace restrictions for office and retail. The submitter states that the current planning controls do not recognise the recent shift away from industrial uses in the area and has stifled previous attempts to undertake infill development. • The proposed DDO60 will increase clarity and certainty for the development of the subject site. • The proposed EAO and DDO26 are appropriate for development of 	No changes to the Amendment are required in response to this submission.

No.	Submitter	Summary of submission	Management comments
		sensitive land uses.	
109	David Burnett	<p>The submitter raises the following concerns and objections:</p> <ul style="list-style-type: none"> Whilst in agreement with increased density in inner city areas, the proposed public open space provision (passive and active) is inadequate. In particular, the submitter believes that there is no accessible large public open space for recreation in the area north of Macaulay Road and west of CityLink and the proposed areas are located on private land and the floodway of the Moonee Ponds Creek. The submitter proposes at least one oval-sized development block be secured as public open space and a pedestrian bridge over the Moonee Ponds Creek between Racecourse and Macaulay roads. Work is required to make the Moonee Ponds Creek floodway a useable and accessible area. Lack of residential permit parking and associated restricted parking areas. Support intent of DDO60 to reduce visual impact of new development but Diagram 5 of DDO60 (applying to east of subject site) indicates a flat ground surface instead of the significant slope down towards the rear lane. This would lead to a greater extent of new development visible. The submitter recommends that diagram 5 be amended with the 1.6 metres eye level measured from the effective street level of the house or at least adjusted for the 1.8 metres difference between the level of the lane/new development at private open space of the subject site. <p>The submitter looks forward to further consultation and discussion regarding the above issues.</p>	<p>Public open space – See attachment</p> <p>Pedestrian bridge - The Arden-Macaulay Structure Plan identifies the need to expand and upgrade cycling and walking networks including a crossing over the Moonee Ponds Creek. Implementation of the Structure Plan includes an action to investigate opportunities for a link to connect Sutton and Smith streets.</p> <p>Parking – See attachment</p> <p><i>Management recommends amending the proposed DDO60 to include the application of Figure 5 to Area 2, i.e. discretionary controls on new development whose rear boundary abuts a laneway separating it from an existing low scale residential property's rear boundary. This was an omission.</i></p> <p>The figures in the proposed DDO60 are provided to illustrate the general application of the requirements (i.e. height at street boundary and angle or line of sight). They can't reflect every variance in circumstance. However, it is considered that when the requirements for Area 2 are applied to this particular circumstance, the potential built form outcome is satisfactory.</p> <p>Public consultation – see attachment</p>
110	Alexandra Lazarides	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> The proposed heights particularly given the development proposed for the corner of Macaulay Road and Bent Street which will tower over adjacent 	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in</p>

No.	Submitter	Summary of submission	Management comments
		<p>buildings and block views.</p> <ul style="list-style-type: none"> Loss of community character of the Kensington village due to inappropriate development. Trains already at capacity. 	response to this submission.
111	Francisca Araneda	See submission 104	See submission 104
112	Jonathan Stone	<p>The submitter provides in principal support for the amendment but raises concerns as follows:</p> <ul style="list-style-type: none"> Lack of local early childhood education facilities and child care and secondary education. Public transport is currently congested (Kensington Station) or infrequent (Macaulay Station). Railway crossings on Macaulay Road should be underground to deal with traffic congestion. Limited public open space with JJ Holland park the only major park but not in close proximity. <p>The submitter concludes that residential development without service provision detracts from amenity and liveability of area.</p>	<p>Schools/community facilities – See attachment</p> <p>Public transport – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
113	James McInnes	See submission 50	See submission 50
114	Anthony Hall and Julie Heller	<p>The submitters object to the Amendment on the following grounds:</p> <ul style="list-style-type: none"> Modern high-rise buildings will destroy the friendly, historic and tree-lined Kensington village. The housing shortages for young couples starting a family (Kensington's typical demographic according to the submitter) are not addressed by the proposed modern high-rise buildings with no provision for green/open space and thin walls allowing noise transfer. 	<p>Scale, bulk & density – See attachment</p> <p>Public open space – See attachment</p> <p>Noise - Amendment C190 includes noise attenuation requirements through the application of DDO26 to new residential & other sensitive uses.</p> <p>Energy efficiency – The newly approved Energy Water and Waste Efficiency policy, which applied to</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Shading and interruption of views will result from the modern high-rise buildings. • The submitters state that they support the “building of appropriate and energy-efficient higher density dwellings in Victoria”. Appropriate dwellings are defined to include components such as green spaces, five storey height limit, bicycle facilities and energy saving designs. <p>The submitter looks forward to more community input into development planning for Kensington.</p>	<p>the whole municipality, will address this.</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
115	Despina Lazarides	<p>The submitters is in favour of some increase in resident numbers in Kensington to benefit the local shops but raises the following concerns:</p> <ul style="list-style-type: none"> • Building heights should be restricted to four to five levels to avoid high rise apartments. • Timetable on the Upfield train line should be changed from 20 to 10 minutes to reduce the wait when trains are cancelled. • Parking along the Upfield train line would reduce the number of cars parked in Kensington and the crowds travelling from Kensington to the city. 	<p>Scale, bulk & density – see attachment</p> <p>Public transport - see attachment</p> <p>Parking –see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
116	Luke Chamberlain and Elisabeth Hoebartner	<p>Support appropriate, medium-high density living as a concept but raise the following concerns:</p> <ul style="list-style-type: none"> • Appropriate, medium-high density living needs to happen in a measured way taking account of local amenity, public transport, parking, sustainability, schooling, medical facilities and local history. • The Amendment proposes a “cookie-cutter development that does not take into consideration local amenity, existing traffic problems, or local heritage and history”. <p>The submitter seeks that the Amendment be deferred until a more appropriate proposal has been tabled.</p>	<p>Scale, bulk & density – See attachment</p> <p>Public transport – See attachment</p> <p>Parking – See attachment</p> <p>Community facilities – See attachment</p> <p>Traffic – See attachment</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
117	Matthew Leahy	<p>The submitter raises the following concerns:</p>	<p>Scale, bulk & density – see attachment</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • The proposed heights are excessive, out of character and will create overshadowing particularly 20 metres around Stubbs Street. • Mandatory heights preferred to avoid high rises. • Existing traffic congestion due to bottlenecks and train crossings will get worse with 20 metres plus heights proposed for Macaulay Road. • There are existing delays at Kensington and Macaulay train stations. It is unrealistic that new residents will use public transport for all or even majority of trips. 	<p>Traffic – see attachment</p> <p>Public transport – see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
118	Jayne Connors	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> • The proposed heights are excessive, out of character and will create overshadowing particularly 20 metres in Stubbs Street and Macaulay Road. • Mandatory heights preferred to avoid high rises. • Zero setbacks at street level inappropriate for pedestrian-friendly streets with setbacks and interesting landscaping. • Buildings need to suit the heritage of the areas. 	<p>Scale, bulk & density – see attachment</p> <p>Zero setbacks – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
119	Charlotte Gillam	<p>The submitter objects to all aspects of the Amendment particularly:</p> <ul style="list-style-type: none"> • The proposed heights are excessive particularly the streets west of Stubbs Street where established dwellings are single storey. • Buildings should be a setback at street level. • Public transport is already strained. • A mechanism is required to ensure the delivery of public open space occurs before any new buildings. 	<p>Scale, bulk & density – see attachment</p> <p>Public transport – See attachment</p> <p>Public open space – See attachment</p>
120	Teresa Chala	<p>The submitter accepts need to accommodate more people in inner Melbourne areas but objects to the Amendment on the following grounds:</p> <ul style="list-style-type: none"> • The proposed heights are out of character with existing neighbourhood 	<p>Scale, bulk & density – see attachment</p> <p>Zero setbacks – See attachment</p> <p>Permeability/connectivity – see attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>particularly west of Stubbs Street and south of Macaulay Road.</p> <ul style="list-style-type: none"> • Mandatory heights are essential to provide certainty for all parties and ease community concerns. • Blanket height controls are unimaginative and will leave poor future legacy. The submitter suggests that differing height limits would be more appropriate to create a varied skyline and allow for greater light penetration. • Zero setback requirements are stifling in terms of architecture and community development. The submitter recommends that the commercial streetscape have varied setbacks, square, landscaping and openings. • Potential for canyon-like tunnel along Macaulay Road due to the proposed height and unvaried setbacks. The submitter recommends maximum heights of four storeys setback from street to limit overshadowing. • The proposed heights along the north side of Macaulay Road need to be reduced to allow winter sun penetration to the south side of Macaulay Road. The submitter recommends a detailed study to facilitate fine grain connections and solar penetration. • Public open space allocation along Moonee Ponds Creek is inappropriate in terms of recreation, flooding and location under the CityLink. The submitter recommends a scattering of small parks and squares to meet the needs of the dense urban population. • Public open spaces areas need to be linked and penetrable from all sides. • Public open space areas need to be acquired prior to development, rezoned and clearly integrated. • No provision for community gardens / orchards. • The submitter recommends an enforceable and adaptable design code to deal with public open space quality and transition between public and private realm and design reviews for new developments by the Office of the Victorian Government Architect. • Traffic impacts and solution for projected population given existing 	<p>Public open space – See attachment</p> <p>Traffic and parking – See attachment</p> <p>Parking - see attachment</p> <p>Heritage – See attachment</p> <p>District energy systems – Encouraged by the newly approved Energy Water and Waste Efficiency policy. An action of the Arden-Macaulay Structure Plan involves advocacy/consultation with key stakeholders to enable central services hubs.</p> <p>Public consultation – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>congestion (Macaulay Road particularly highlighted) not sufficiently detailed.</p> <ul style="list-style-type: none"> • Inadequate car parking provisions. • Bicycle infrastructure required throughout the precinct to supplement and provide a detour from the path along the Moonee Ponds Creek. • Likelihood that increased population density will be used to justify transport infrastructure such as east-west road link tunnel exit in JJ Holland Park. • The proposed rezoning should not occur before heritage assessments are completed including internal and external consideration. The submitter provides • The submitter provides detailed suggestions for redevelopment of the Young and Husband building including heritage controls, integration and uses. • Community development and integration needs to be facilitated by increased permeability, laneways, footbridges (over railway lines and Moonee Ponds Creek) and small, scattered public open spaces. • Integrated energy plan should be considered including co-generation, tri-generation and district heating and cooling. <p>The submitter seeks that the Amendment be deferred until a finer-grained design framework is developed reflecting the neighbourhood character.</p>	
121	Enid Hookey	<p>The submitter has provided feedback four times to the Structure Plan and C190.</p> <p>Site Context – the area west of Moonee Pond Creek and north of Macaulay Road is inappropriate to function as an area of intense residential growth for the following reasons:</p> <ul style="list-style-type: none"> • City Link is noisy and busy and C190 offers no resolution. If there had been residences on Stubbs street at the time of construction, City Link would have been required to provide acoustic screening (as was done near 	<p>Traffic – See attachment</p> <p>Heritage – See attachment</p> <p>Public open space – see attachment</p> <p>Population estimates – In the Structure Plan, there are both estimates of population capacity, which is the population which the area could hold if all the land were built out to the allowed building envelopes, and population projections, which are demographic</p>

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		<p>Debney Park Public Housing Estate).</p> <p>Heavy freight traffic is set to increase on City Link with the mooted east-west tollway forcing traffic onto this section of City Link.</p> <p>The Structure Plan proposes that future apartment buildings on Stubbs Street will act as a screen for the stable residential areas, however this is a failure in planning and will create a significant amenity issue.</p> <p>Industrial land use is appropriate here.</p> <ul style="list-style-type: none"> • Traffic is gridlocked, with two railway crossings on Macaulay Road, which would make an emergency evacuation difficult. Has any analysis been done on emergency management? • How will the two railway crossing be made safe? At the public meeting it was stated that the Moonee Ponds creek prevents any overpass/underpass options. • A single-lane across Macaulay Road Bridge is too narrow for shared use, especially for vision impaired who need wider footpaths. Have Vision Australia been consulted on the impact of increased population of their ability to operate safely? • Macaulay Road and Arden Street bridges have heritage classification which is not listed in the Structure Plan. Please include in list of industrial sites for investigation. • A redesign of traffic flows through Kensington needs to be undertaken. • The location of proposed additional parkland along the Moonee Ponds Creek is not feasible because it is too close to City Link and is an unrelaxing environment, which could possibly be used as a cycle path. • Melbourne Water has stated publically that it will not be possible to change the stormwater characteristics of this section of the Moonee Ponds Creek without enormous expense and it is irresponsible to rezone land that is subject to inundation for recreational use. <p>Population Estimates</p> <ul style="list-style-type: none"> • These are included without substantiation. Based on the size of the area 	<p>estimates of actual population growth based on population growth trends. With each revision of the Structure Plan, the population capacity estimates were recalculated to take into account revised propositions for land use and built form.</p> <p>Parking – See attachment</p> <p><i>Figures 1 & 2 – Managements acknowledges the error and recommends amending DDO60 to correct it and also recommends removing figure 2 to avoid confusion.</i></p>

No.	Submitter	Summary of submission	Management comments
		<p>being rezoned north of Macaulay Road and west of Moonee Ponds Creek, the population could grow intensely, which will be felt as crowding where the streets are narrow and there are only two playgrounds for the area.</p> <ul style="list-style-type: none"> • City of Melbourne has no precinct-wide policy for dealing with demands for on-street parking by existing residents and industrial uses. There is no estimate for car ownership and how to manage it, and there is a gap in planning for how to get people from car ownership to other modes, which will only happen gradually. • In the various version of the structure plan, population estimates have been revised downwards from 10,000 to 4,000 without explanation. Information that cannot be substantiated, cannot be relied upon. <p>Inaccuracies/inadequacies in the structure plan</p> <ul style="list-style-type: none"> • A significant road closure in Robertson Street is omitted from the plans and must be retained • Page 1 of the Explanatory Report incorrectly states the land is entirely in Kensington omitting North Melbourne and Page 2 incorrectly spells Racecourse. • The explanatory text describing figure 1 and 2 on page 6 of DDO60 is confusing and should be switched. • The new through link on page 7 of DDO60 indicates a minimum width of 6m whereas the Structure Plan indicates 8m. • For small sites with multiple interfaces to existing properties no figurative drawing is provided e.g. if southern boundary and side boundary were adjacent to an existing laneway. It needs to be stated that both Figure 5 and 8 would apply. • Specific Street should not be named in the Structure Plan, unless all streets and their individual requirements are named. At a Future Melbourne Committee the Lord Mayor requested individual streets not be named. This suggests contact between Council Officers and individual property owners rather than community consultation. • The slope of the land in Kensington is not taken into account, but will 	

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		<p>impact line of sight diagrams.</p> <ul style="list-style-type: none"> Heritage Overlays of industrial buildings have not been indicated in the structure plans. Has contact been made with the National Trust and Heritage Victoria? <p>The submitter urges that C190 be deferred until services and infrastructure are delivered to handle the proposed population increase resulting from the rezoning.</p>	
122	Ian Young	<p>The submitters objects to C190 and has the following concerns, in particular about the Rankins Road/Eastwood Street precinct opposite the Kensington Railway Station (city side):</p> <ul style="list-style-type: none"> While acknowledging the reduction in height from the original plan the new height limit is still discretionary. There appears to be no consideration of topography i.e. 20m at the corner of Macaulay and Eastwood Street is different to 20m at bed rock of the Moonee Ponds Creek (which was the reference point used by the presenter). 20m from the flat of a swamp to the corner of Barnett Street, with no setbacks will dwarf existing residences. At the public meeting, attendees were assured that topography would be taken into account and there would be a 'stepped height in sympathy with City Link' However the 20m height restriction plus a discretionary allowance along Macaulay Road with no setback remains in place. This triangular area of properties also have heritage significance and are worthy of protection and while they are out of the study area, this area should be protected and maintained. 	<p>Scale, bulk & density – See attachment</p> <p>Mandatory & discretionary heights – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
123	Carmel O'Keefe	<p>T. The submitter is disappointed that concerns raised previously about building heights have not been taken into account.</p> <p>While the height at the corner of Macaulay and Rankins Road has been reduced, it is a discretionary limit allowing an additional 2 storeys.</p> <p>While Rankins Road residences fall outside the study area, the impact of</p>	<p>A transition in height limits from the existing Kensington local centre to the higher development further east in Macaulay Road will facilitate the integration of new development with the existing low-scale, heritage context of the centre. The corner of Rankins Road and Macaulay Road to Council Lane 0159 is proposed to have a height limit of 10.5</p>

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		<p>inappropriate heights is just as significant.</p> <p>Maintaining an excessive height from Moonee Ponds Creek to the much higher Macaulay/ Rankins/Eastwood corners, will dwarf existing one and two storey dwellings and tower over the Kensington Village and destroy the value and heritage character which was described in the 1985 conservation Study as being of 'enduring importance'.</p> <p>The submitter requests that the height limits adjoining Rankins Road, Eastwood and Barnett Street be further reduced and review transitional building heights and setbacks so they are fixed and less than 10.5m</p> <p>The submitter is concerned about catering open space and social infrastructure for the proposed population increase and the impact on traffic, parking and public transport.</p>	<p>metres to achieve this aim. Further east, a height limit generally of 14 metres is proposed to complete this transition.</p> <p>Mandatory & discretionary heights – See attachment</p> <p>Heritage – See attachment</p> <p>Public open space – See attachment</p> <p>Community facilities – See attachment</p> <p>Parking - See attachment</p> <p>Traffic – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
124	Susan Rushworth	<p>The submitter approves in principle with density in the inner city and the opportunity for others to share in the privilege, particularly where land is underused, however has the following concerns:</p> <p>Height of dwellings</p> <ul style="list-style-type: none"> • Height of dwellings up to 8 storeys' is out of keeping with the area and the 'step down' approach does little to fix this. • Canyon effect along major roads <p>Streetscapes</p> <ul style="list-style-type: none"> • No setbacks lead to forbidding architecture and few places for residents to mingle • Lack of provision of open space – parks turn a group of residents into a community. • Precedence for cars over pedestrians, through roads rather than cul-de-sacs where people and children can be safe. 	<p>Scale, bulk & density – See attachment</p> <p>Public open space – See attachment</p> <p>Public transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Will there be trees and green verges? <p>Public spaces</p> <ul style="list-style-type: none"> • Will there be mandatory public space areas rather than a general x%? This in the past has led to idiotic claims from developers counting median strips as open space. <p>Infrastructure</p> <ul style="list-style-type: none"> • The public transport system can't cope with the current population let alone an increase, even with the new rail line which is there is no guarantee will be implemented. • Will there be designated shopping strips? This is one of the things that makes Kensington vibrant, and Kensington Banks less appealing. • Planning needs to allow for a degree of messiness for communities to evolve, and allow little niches to be colonised in ways that planning can't and shouldn't predict. An overlay permitting 6 storeys will kill this sort of evolution. • The sense of community in Kensington is very special and there has not been enough thought about how this will be impacted. The parks, shops, cafes, street parties, laneways that allow kids to wander in and out have all helped create community. • Planners cannot create community but they can prevent it from developing. 	
125	Jenn Kilby	<p>The submitter understand the need for rezoning underutilised land and increasing density but has the following concerns:</p> <p>Building Heights and Setbacks</p> <ul style="list-style-type: none"> • The 20m plus setbacks are too high for the width of many streets and lanes in the area. Any east-west lane is likely to be dark during winter months and not appealing as a pedestrian thoroughfare. Mandating these lanes are open to the sky will not make them more appealing to pedestrians. The elevations facing the laneways are likely to be similar to the current industrial buildings. 	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • The potential for a large number of sites to exceed the 20m limit by 30% is likely. • The 30m height limit on the north side of Macaulay Road and east of Macaulay Station is especially excessive and will overshadow Macaulay Road. Any balconies constructed will be facing south which is not good for passive solar design. • Mandatory zero setbacks do not allow for variety, landscaping and outdoor seating and encourages the canyon effect. • The inclusion of tree planting is needed as the previously industrial areas have little and it improves air quality, reduces heat build-up and humanises an area. <p>Traffic and Public Transport</p> <ul style="list-style-type: none"> • Transport modes are already congested and C190 relies on the construction of the Melbourne Metro Rail to successfully cater for the population increase. Major congestion issues will occur if Metro is delayed and residential construction continues. • The area has restricted access because of the two rail lines, the Moonee Ponds Creek, and the two rail crossing on Macaulay Road (grade separation unlikely due to the cost). <p>Parks and Public Facilities</p> <ul style="list-style-type: none"> • Land for new community services has not been clearly allocated or agreed to by the Department of Education and existing services will struggle to cope. • Some of the areas identified as potential parks are in private ownership and there is no guarantee they will be created. <p>Heritage</p> <ul style="list-style-type: none"> • The young Husband building has not been identified as having heritage significance, which is of concern considering similar warehouse building at the former Four & Twenty site was demolished and then allowed to remain vacant for more than 10 years. 	<p>response to this submission.</p>

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126	Ruth Baird	<p>The submitter supports, in principle, the need for higher density residential development in inner urban areas such as Kensington and the rezoning of under-utilised industrial land but states greater care is required to maintain amenity, liveability and heritage values. The submitter raises the following concerns:</p> <ul style="list-style-type: none"> • The laneways are supported but the lack of encouragement for consistent setbacks at ground level would be visually oppressive and out of character. • The proposed 20 metres height in areas west of Stubbs Street are a dramatic contrast to the scale and character of existing streetscapes in Kensington. • The proposed 20 metres height on Macaulay Road would be visually oppressive and alienating at pedestrian level. • Mandatory heights are necessary for future clarity and certainty. The proposed additional discretionary heights have not been adequately justified and are inappropriate. • Lack of heritage protection for existing residential and industrial before rezoning. • Uncertainty and lack of clarity regarding infrastructure and services for increased population including public transport, schools, kindergarten, child care centres, public open space, pedestrian and bicycle access. In particular, the submitter raises the lack of a plan to ensure purchase of land for public open space. 	<p>Scale, bulk & density – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height (i.e up to additional 30%), management recommends adding further performance measures to DDO60.</i></p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment.</p>
127	Bronwen Harries and Brad Page	See submission 50	See submission 50
128	VicRoads	VicRoads supports the inclusion of the Amendment into the Melbourne Planning Scheme but reiterates that previous comments provided on the Arden-Macaulay Structure Plan (refer letter dated 20 June 2011) remain	No changes to the Amendment are required in response to this submission.

No.	Submitter	Summary of submission	Management comments
		<p>current.</p> <p>VicRoads also notes that the Arden-Macaulay Structure Plan is aspirational and dependant on delivery of state infrastructure and mode shift. In addition, they advise that there is a need for more “investigation around proposed road network changes before there is any downgrading or changes affecting important arterial roads like Boundary Road and Macaulay Road”.</p>	
129	Peter Vernon	<p>The submitters provided the following comments:</p> <ul style="list-style-type: none"> • Rezoning and height limit changes have been proposed without adequate research. The submitter recommends an open space and heritage study for Kensington / North Melbourne. • Community facilities (particularly child care centres and schools) need to be built or have State government commitment before the Amendment is approved. • Demographic diversity and on-going mix of industrial and residential are distinctive and should be retained. Low cost housing and housing for the elderly should be required for all significant housing developments. • Increased areas and improved amenity of public open space sought in the area north of Macaulay Road between Kensington Station and the Moonee Ponds Creek. • The proposed heights will potentially form a beneficial barrier between the elevated carriageway of CityLink and residential areas. The submitter suggests that a reasonable trade-off for these buildings would be to allow an additional storey for publically accessible public open space on private land. • Mature trees on private land on north side of Macaulay Road should be retained together with a significant setback to provide a landscape buffer for the busy road. 	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
130	Julie Pavlovic	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> • Kensington will lose its character and charm and city views will be lost if 	<p>Scale, bulk & density – See attachment</p> <p>Traffic – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>apartment complexes are allowed to be built.</p> <ul style="list-style-type: none"> • Parking already limited and will “a nightmare” if high rise buildings allowed. • Traffic on Macaulay Road already “a nightmare” and will become dangerous with multiple high rise building. • Allowing further industrial / commercial growth will be an issue in terms of noise, traffic and parking. 	<p>Parking – See attachment</p> <p>Public Transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
131	Kelly Brodie	See submission 50	See submission 50
132	Brad Priest and Jane Whyment	<p>The submitters oppose C190 and requests that it be deferred pending a fine grain approach. The submitter is concerned that anticipated population growth is excessive and building heights are too high for the heritage and general character of the area.</p> <p>In relation to Chelmsford Street the submitter has the following concerns:</p> <p>Zoning</p> <ul style="list-style-type: none"> • Does not reflect heritage in the area. • Current infrastructure cannot support this growth and road access is prohibitive. • On-street parking for residents will be lost to new residents and visitors to the area. • Unwanted trade/retail and entertainment precincts will be encouraged and with it noise, litter and drunk behaviour. • Greater industrial/ commercial growth in the Business 3 and Mixed Use Zones bordering Chelmsford St will be encouraged • Council needs to compulsorily acquire property for parkland. <p>Building Heights</p> <ul style="list-style-type: none"> • Proposed heights will tower over and overshadow existing residences, block city views and breach privacy. 	<p>Scale, bulk & density – See attachment</p> <p>Parking – See attachment</p> <p>Public open space – see attachment</p> <p>Heritage – See attachment</p> <p>Possible increase in commercial/industrial and entertainment uses – Industrial uses are currently allowed as of right in the industrially zoned land south of the submitter’s property; however, due to lack of demand for industrial space, Business 3 Zone is being introduced through the Amendment to facilitate more office development which is generally less noisy than industrial uses. As for entertainment type uses, these are subject to a permit being issued and any likely amenity impacts can be dealt with through permit conditions.</p> <p>Property values & city views – Not planning considerations</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

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		<ul style="list-style-type: none"> • Current developments on Macaulay and Arden Streets are already excessive. • It will encourage a concrete jungle. <p>The submitter is concerned that property values and sense of community will decrease and there has been no representation from residents.</p> <p>DDO60, Figure 9 - podium height of 10.5m 'stepped back' to the maximum overall building heights of 14m at Elizabeth Street and 20m for the rest, as per the 'line of sight' rule.</p> <ul style="list-style-type: none"> • Infrastructure cannot support the density encouraged by buildings of this height and non-specific restrictions will allow developers to bend the rules. • The stepped back height based on the 'line of sight' from the property boundary, will be obtrusive, invade privacy and overshadow. • The 'line of sight' should be based from the front of the dwelling, not the property boundary to ensure properties are unable to view inside current dwellings Residents should be further consulted on the 'line of sight' issue 	
133	Gaddens Lawyers on behalf of Allied Mills	<p>Allied Mills is generally supportive of the rezoning of properties to their north, north east and east to a Business 3 Zone, which does not allow residential uses, and the application of noise attenuation requirements through the application of DDO26 and built form requirements through the new DDO60 to be consistent with</p> <p>However, Allied Mills is of the view that DD26 should be amended to require compliance with the State Environment Protection Policy (Control of Noise from Commerce Industry and Trader) and have submitted proposed wording changes to DDO26.</p> <p>Allied Mills also expresses concern with regard to the Minister for Planning's proposed new zones, which as currently drafted would see the Business 3 Zone proposed by Council being replaced with a new Commercial 2 Zone. Whilst the Business 3 Zone prohibits 'Accommodation', the proposed new Commercial 2 Zone will allow 'Accommodation (other than a dwelling)' subject to the granting of a planning permit. . Although Allied Mills acknowledge that the proposed new zones are now before an Advisory Committee for</p>	<p>SEPP-N1 prescribes noise limits for commercial, industrial or trade premises in order to protect noise-sensitive uses; it would therefore not be possible to enforce residential or other noise-sensitive uses' compliance with this State policy. It is not appropriate to use SEPP-N1 in this instance.</p> <p>No further advice has been released by the Minister for Planning in relation to the possible replacement of the Business 3 Zone with a new Commercial 2 Zone.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>consideration and recommendations and that it is possible the proposed new Commercial 2 Zone may not be introduced into the Planning Scheme in its present form or at all, Allied Mills advises that it would oppose the replacement of the Business 3 Zone with the proposed new Commercial 2 Zone, in its present form.</p>	
134	Robert Niggli	<p>The submitter cannot support C190 in its current form and would like it deferred or abandoned. The submitter has the following concerns:</p> <ul style="list-style-type: none"> • Current amenities in the area are already fully utilised. An increased population will require more parks, schools, aged care and medical centres and the amendment should articulate space for these. • The current height limitations are restrictive on developers and may negatively impact designs that could maximise open space while allowing developers an acceptable return. • The design guidelines should be based a study of each block to ensure solar penetration, wind effects, pedestrian connection, streetscape and community living are accounted for. • The value of heritage listed properties and streetscapes should be preserved by insisting on appropriate setbacks and height restrictions where new buildings are next to heritage buildings. • 4 stories (or 3 without a setback) is too high on Rankins Road. • There should be a car-park created for each bedroom. 	<p>Scale, bulk & density – See attachment</p> <p>A transition in height limits from the existing Kensington local centre to the higher development further east in Macaulay Road will facilitate the integration of new development with the existing low-scale, heritage context of the centre. The corner of Rankins Road and Macaulay Road to Council Lane 0159 is proposed to have a height limit of 10.5 metres to achieve this aim.</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
135	Geoff Cox	<p>The submitter provides the following recommendations:</p> <ul style="list-style-type: none"> • A heritage study (industrial and residential) needs to be undertaken and heritage overlays applied before the Amendment is adopted. • Limited public open space (particularly active) needs to be addressed. • Potential infrastructure and other amenities required by increased population should be defined including schools, community centres, medical centres, public meeting rooms and police. • The building heights should be mandatory to provide certainty to local 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>residents in terms of amenity.</p> <ul style="list-style-type: none"> • Finer grain planning for each site including connecting walkways and laneways. • Heights along Macaulay Road are too high and bulky and out of character. • Detailed planning for car parking and use to accommodate additional traffic and parking with no increase in road infrastructure. <p>The submitter recommends that the Amendment be deferred to allow consideration of the above issues.</p>	<p>Parking – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission</p>
136	Therese Fitzgerald	<p>The submitter is opposed to the Amendment in its present form for the following reasons:</p> <ul style="list-style-type: none"> • Insufficient fine details in planning will lead to high density and mass development alienating present and future residents. • Heritage overlay recommended prior to rezoning. • Further discussion required on height limits and variety. Mandatory heights may be answer but could consider trade-off between height and public open space. • Public open space needs to be defined and obvious particularly for projected population. • Risk of area being under-serviced in terms of access roads, school and child care. Provision needs to be clarified and identified on the plans. • Rezoning could be done on a smaller basis to take into account future possibilities (the submitter provides the impact of a monorail under CityLink as an example which would impact the proposed public open space along Moonee Ponds Creek). 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
137	Barbara Ward	<p>The submitter raises the following concerns:</p> <ul style="list-style-type: none"> • The proposed heights will result in unattractive development which is out of character with Kensington particularly the conversion of industrial sites due to height and density. 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> Uniform heights of six storeys without varied setbacks will reduce the amenity of Kensington and be a missed opportunity for the creation of an interesting and attractive development. 	
138	Nikki Gaskell	<p>The submitter objects to C190 and would like the amendment deferred to address the following concerns:</p> <p>Built Form & Amenity</p> <ul style="list-style-type: none"> The proposed heights are excessive, especially in residential streets west of Stubbs Street (characterised by cottages and terraces). The heights south of Macaulay Road are unsympathetic to the scale and amenity of existing individual dwellings. Zero setbacks at street level will stifle pedestrian friendly and architecturally interesting built form and landscaping opportunities. 20m plus heights along Macaulay Road will cause a canyon. Upper height limits being discretionary is a concern to liveability particularly at interfaces between new and existing development. All heights should be mandatory. A minimum of 2hours sunlight at the equinox is not sufficient, particularly in Winter and natural light peeping into the corner of a building on the ground floor is also inadequate to claim 'penetration ' of natural light. A height reduction would assist with these issues. <p>Public Open Space</p> <ul style="list-style-type: none"> Inadequate public open space is proposed to cater for the new (and existing) population and there is not mechanism to ensure delivery as compulsory acquisition is not proposed. It is crucial that proposed apartments have access to well-designed public open space for passive/active recreation and playgrounds. <p>Specific concerns</p> <ul style="list-style-type: none"> The Business 3 Zone rather than Mixed Use Zone as a buffer to Allied Mills already contains many residential apartments (including the submitters 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>Proposed Business 3 Zone – see attachment</p> <p>Traffic</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>own). While the rezoning prohibits further residential use, it is silent on the future for the existing residents. While Business 3 is an improvement in terms of sensitive uses on the Industrial 1 Zone, there is still concern regarding the rights of the existing residents as new business come in to replace the existing. There is no reason why the block containing residences cannot be rezoned mixed use to protect the residents.</p> <ul style="list-style-type: none"> • The height limit between Fink Street park, Bruce, Barrett and Elizabeth Street is 20m, which is inconsistent with the existing single and double storey residential properties and should be treated as an interface street and limited to a maximum of 2-4 storeys. • How will the design of the improved road network avoid attracting more through traffic, especially through the new, small connecting streets? Low speed limits and obstacles aren't a deterrent because the main road are going slower already. The opening of Bent Street will create a traffic channel. • The addition of open space and improving the Moonee Ponds Creek, particularly the Fink Street Park. 	
139	Alex Swain	See submission 29	See submission 29
140	Marina J Slifirski	See submission 29	See submission 29
141	North & West Melbourne Association	<p>The North and West Melbourne Association would like to reiterate concerns raised in previous submissions, that the structure plan excessively caters for population growth and inadequately addresses corresponding social and civic infrastructure and services and the built form controls are inconsistent with sound and orderly planning and community expectations.</p> <p>Medium scale, medium rise options were not given i.e. 4-6 storeys. This is our preferred response which still allows for plenty of 'future growth' like the Pumphouse Apartments on the cover of the structure plan which are 16m, however the Structure Plan proposed 30m + 30% which is 39m.</p>	<p>Public consultation – See attachment</p> <p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Traffic – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p>

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		<p>The consultation process has been unsatisfactory in genuinely involving the local communities, in contrast to the C190 workshop organised by Architeam and the Architectural Research Consultancy, which was inclusive from the outset rather than asking communities to respond to overarching proposals that they had little opportunity to shape.</p> <p>Local communities are being alienated by the Council and its bureaucracy and there is unrest in this community with Council and the planning scheme and the take-over of planning decisions by the State.</p> <p>There is significant value in a fine grained approach including more detailed modelling of different scenarios in a participatory forum (as was done at the Architeam workshop) , in order to investigate and test what is being proposed. All the City of Melbourne has presented is a rudimentary block model showing the 'ski slope' chamfering control and the blunt to-the-street-boundary. Maybe a more modern approach should be investigated.</p> <p>The 30% discretion appears to be is as-of-right, as long as other controls are met. While a medium-rise vision from which a mandatory height of 20m follows is preferred, there may be scope for extra height on the large sites if coupled with direct additional community benefit but not as of right (particularly on larger sites between Boundary Road and City Link).</p> <p>The Moonee Ponds Creek banks should be seen as a primary open space opportunity as identified in the Open Space Strategy and early version of the Structure Plan and should remain a goal, instead of rezoning Mixed Use along with height limits to indicate development.</p> <p>Alternative Arden Macaulay Structure Plan (AMSP):</p> <ul style="list-style-type: none"> • 20m mandatory height limit throughout and human scale and similar to existing industrial building. • 14m/4storey mandatory heights work well in North and West Melbourne (and would mean a Woolworths development of 6 storey's rather than 16). • Viable existing industrial uses such as the mills should be supported, not pushed out. 	<p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> We propose a new school on the council depot land at Green, Fogarty and Henserson Street. More open space near North Melbourne Recreation Reserve and Moonee Ponds Creek (including the acquisition of properties along Stubbs Street) and better recreation facilities. Social and community infrastructure is needed now, not later 	
142	Jane Murphy	<p>The submitter supports the Amendment on the whole with the following reservations:</p> <ul style="list-style-type: none"> The proposed heights and zero setbacks south of Macaulay Road will be detrimental to the neighbourhood. The submitter recommended that the “ingredients” for a healthy suburb be prioritised including human scale, public green spaces, heritage building protection and mix of housing types. The future impact of the extra vehicle load on already congested streets of Kensington needs to be considered particularly Epsom Road and Macaulay Road which are used as “rat-runs” to avoid tolls. 	<p>Scale, bulk & density (including zero setbacks) – See attachment</p> <p>Traffic – See attachment</p> <p>Public open space – see attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
143	Natalie Spark	See submission 50	See submission 50
144	Kensington Association	<p>The association supports urban renewal of Kensington but not in form proposed by C190. C190 should be deferred for finer grain investigation.</p> <p>Public Open Space</p> <p>Council’s adopted AMSP and the City Melbourne’s Open Space Strategy (2012) identifies new public open space around Fink Street, and the extension of the Robertson Street Park so it doubles in size. Amendment C190 does not ensure delivery of these parks, and actually proposes to rezone these identified parks for Mixed Use or Business 3.</p> <p>The delivery of public parkland, identified within the Arden Macaulay Structure Plan should be secured through a Public Acquisition Overlay to ensure the equitable delivery of the public park.</p>	<p>Public Open Space – see attachment</p> <p>Heritage – see attachment</p> <p>Young and Husband Woolstore building has been nominated for protection under Amendments C206 and C207.</p> <p>As the building is in private ownership its use will depend on its zoning and the wishes of its owners.</p> <p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Traffic – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<p>Heritage</p> <p>Identification of existing significant industrial and residential heritage and protection under a Heritage Overlay must occur concurrently with Amendment C190.</p> <p>Heritage study is about to commence on the Arden Macaulay area, and needs to be completed and the findings incorporated into a Heritage Overlay before the rezoning of Arden Macaulay.</p> <p>The Young and Husband Woolstores complex</p> <p>The complex must be protected prior to rezoning. Business 3 Zone of the complex is supported to facilitate urban renewal of the site.</p> <p>The Association asks the Council to consider the continued use of this space as a community, arts and cultural hub in accordance with the guiding principles of the Structure Plan.</p> <p>The site should not be included within the blanket provisions of DDO60-A12, which has not considered the significant heritage characteristics of the site. DDO60-A12 although possibly appropriate in terms of overall height, does not consider the existing building. Specific built form controls in consideration of the site's heritage value and surrounding neighbourhood character should apply to this site.</p> <p>Building heights, scale and amenity</p> <p>The proposed DDO60 is a broad brush approach to influencing built form, urban design and amenity outcomes in this area.</p> <p>The urban renewal area contains numerous precincts of diverse constraints and opportunities, however DDO60 does not adequately reflect these characteristics. These precincts should be identified and planned for in more detail and referred to individually in the Municipal Strategic Statements (a similar method was used in the Port Phillip Planning Scheme Clause 22.11 Carlisle Street Major Activity Centre Policy and the associated DDO21)</p> <p>DDO60 is considered unsympathetic to the area's heritage and neighbourhood values and will not ensure a high level of future amenity. The Association believe a more fine grain approach to managing built form, scale, mass and</p>	<p>Parking – See attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>height should be taken and demonstrated in three-dimensional form.</p> <p>The Kensington Association does not support a 30% discretionary height allowance. No justification or reason is given to support this. In some instances on larger sites there is opportunity for greater height, away from residential interfaces and other constraints, however the community and developers need certainty about the maximum height limit, and mandatory height controls are considered necessary.</p> <p>The requirement that buildings are built to the street edge at ground level in all streets will not promote articulated built form and active pedestrian friendly streets. It is desirable that a variety of street setbacks are allowed to provide opportunities for landscaping and more articulated ground floor elevations. This will also provide improved transition between nearby established historic streetscapes. It is not accepted that because existing factories have zero street setbacks this condition should apply.</p> <p>Local streets north of Macaulay Road –the overall massing of the suggested 20m built form is entirely inappropriate within the fine grain scale, character and amenity of the exiting residential neighbourhood.</p> <p>Local streets south of Macaulay Road – DDO60 A12 given no value to the amenity of these established residential uses. Built form controls require no scaled edge. Adjoining and nearby dwellings would experience unreasonable visual bulk and overshadowing. Despite the existing industrial zone and built form the additional height, facilitated by DDO60 would generate unreasonable loss of amenity to existing dwellings.</p> <p>Macaulay Road and Racecourse Road – the proposed 20m or 30m plus 30% discretionary heights are considered too high in many instances and will lead to excessive building bulk out of context with Kensington village and the local neighbourhood behind. Macaulay Road is significance for its gateway to Kensington and offers numerous vistas. The Association is also concerned about poorly articulated built form.</p> <p>Building bulk, viewed from the rear of Hardiman Street properties will be excessive and cause unreasonable loss of amenity.</p> <p>New local activity centres</p>	

No.	Submitter	Summary of submission	Management comments
		<p>A detailed local activity centre study should be undertaken to investigate issues around urban design, car parking and residential interfaces, and also in the context of future demand and potential effect of existing retail strips, i.e Melrose Street which is in decline.</p> <p>Protection of existing residential amenity</p> <p>Planning guidelines should address overlooking and protect the visual and acoustic privacy of existing residences.</p> <p>Car Parking</p> <p>Specific car parking guidelines should be investigated and incorporated into clause 22. It is not clear what Council's intentions are for car parking requirements.</p> <p>Community infrastructure</p> <p>The growing population will require new schools and childcare facilities, as the current ones are operating at or near capacity.</p> <p>The Macaulay Metro Rail station must be upgraded to address issues of safety and poor amenity.</p> <p>Internal amenity of new dwellings</p> <p>New dwellings should be required to have good access to direct daylight and sunlight to habitable rooms and living areas.</p> <p>Natural ventilation and quality private open space should also be provided for each new dwelling and stipulated in new planning controls concurrently with this rezoning.</p> <p>Traffic congestion</p> <p>The association is unaware of any traffic movement or volume studies that have been undertaken to consider capacity of the existing road network to carry the additional traffic and is concerned that long delays already occur at peak times on Macaulay and Racecourse Roads and there is limited additional road capacity to support the additional traffic volumes.</p>	

No.	Submitter	Summary of submission	Management comments
145	Kerry Stuart	<p>The submitter does not support the Amendment and raises the following issues:</p> <ul style="list-style-type: none"> • Support for development along Racecourse Road, Stubbs Street and Macaulay Road subject to strict height control of six storeys. • Support for development on smaller side streets subject to height control of three storeys to retain and protect the unique village character. • Far too much flexibility proposed in terms of height controls which will result in loss of vibe or character. • Development must have adequate car parking given existing demand for on-street car parking and provide bicycle stands / cages. • Developments must be sympathetic to surroundings to protect character and heritage. • Infrastructure and services must be available to support increased population density including schools, doctors and public transport. Public transport already congested at peak hours. 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Parking – See attachment</p> <p>Public Transport – See attachment</p> <p>Community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
146	Urbis on behalf of Fabcot Pty Ltd (retail division of Woolworths Limited)	<p>Site History for 101-117 Canning Street, 168-190 Macaulay Road and 2-24 Vaughan Terrace, North Melbourne.</p> <p>The Minister issued a Notice of Decision to Grant a Planning Permit for development of a mixed use building consisting of a 3-4 level podium with two residential towers between 10 and 17 levels. This decision demonstrates the suitability of the site for high quality built form.</p> <p>Fabcot is generally supportive of the urban regeneration of North Melbourne but has the following concerns around the controls that relate to the subject site:</p> <ul style="list-style-type: none"> • Proposed zone controls which do not nominate the subject site as Business 1 Zone. • DDO60 controls which identify design objectives which seek a mid-rise scale of development, adopt a mandatory approach to height and massing and which are somewhat ambiguous about the location of a laneway link. 	<p>A permit application for redevelopment of this site is currently being addressed by VCAT.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>Land Zoning</p> <p>C190 rezones land to the north and west of the subject site to Business 1 Zone, and fails to identify the subject site for rezoning from its current Mixed Use Zone. The Business 1 Zone should apply for the following reasons:</p> <ul style="list-style-type: none"> • The Structure Plan nominates the site as within the Macaulay Local Activity Centre, and other land within the local centre has been proposed to be rezoned to Business 1 Zone, which reflects the purpose of the Centre as a retail and activity centre. • The proposed development has retail fronting Canning Street and Vaughan Terrace which will complement the proposed business land use to the north of Canning Street to provide a strip of retail on both sides of the road. Retail that fronts both sides of the street performs better than retail located on only one side of the street. • The site provides a logical cornerstone to the future Business Precinct with a proposed future school to the south-east and Macaulay Road providing logical boundaries to the future Neighbourhood Activity Centre. <p>Design and Development Overlay Schedule 60</p> <p>Design Objectives</p> <ul style="list-style-type: none"> • Fabcot supports the sites inclusion in DDO60 but does not believe the DDO adequately provides for the future redevelopment of this area in particular with reference to future high rise development. • The area is in close proximity to the city, with a future metro station and it is appropriate that some higher built form and density occur, particularly around a future Neighbourhood Activity Centre, at corner locations and on large island sites like the Fabcot site. • Fabcot recommends that reference be made to “appropriate high rise development” within the Design Objectives. <p>Mandatory Height Controls of the DDO</p> <ul style="list-style-type: none"> • Fabcot strongly objects to the proposed control which states: <i>“A permit cannot be granted to increase the maximum building height by more than</i> 	

No.	Submitter	Summary of submission	Management comments
		<p><i>30% of the maximum building height specified”.</i></p> <ul style="list-style-type: none"> • Planning Panels Victoria has consistently determined that mandatory controls should be limited to where it can be clearly demonstrated that discretionary provisions are insufficient to meet the desired outcome. The DPCD Practice Note, “The role of Mandatory Provisions in Planning Schemes” confirms that Planning Scheme should be predominantly performance based. • There will be an unnecessary loss of flexibility which will result in poor quality design outcomes. On the subject site, using a higher built form has allowed the towers to have a smaller footprint and take an organic shape. <p>Streetscape Controls of the DDO</p> <ul style="list-style-type: none"> • The controls in Area 10 of the DDO are discretionary however Fabcot does not agree with how they are to be applied. The subject site has three road frontages (Macaulay, Canning and Vaughan) and each has a different function and provides a different opportunity to contribute to the public realm. The broad-brush approach does not encourage a design response appropriate for individual frontages and within the site context i.e. Macaulay Road (a multi lane arterial) provides the opportunity for a more robust interface while Canning Street must respond sensitively to the surrounding residential. • Fabcot requests greater clarity in relation to the streetscape controls. <p>Laneway Linkage</p> <ul style="list-style-type: none"> • DDO60 identifies a mid-block link between the corner of Shiel Street and Macaulay Road 	
147	Andrew Hollow and Anna Grayson	<p>The submitters accept the principle of rezoning under-utilised industrial sites for residential but object to the Amendment on the following grounds:</p> <ul style="list-style-type: none"> • The proposed heights are discretionary not mandatory. • Uniform height limits over wide areas are proposed instead of a fine-grain’ approach including varied heights and setbacks to produce articulated and interesting built form. 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Public Transport – See attachment</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • 20 metres and 30 metres heights are excessive and out of context with established Kensington area. • Heights will create a canyon effect along Macaulay Road and Stubbs Street and detrimental impact on properties on the boundary. • No undertakings to provide schools or public transport improvements. • Inadequate provision of public open space and uncertainty whether it will be delivered. • Amenity of existing areas will be harmed as built form controls do not relate to existing neighbourhoods. <p>The submitter seeks that the Amendment be deferred to allow for the preparation of a more detailed planning and design framework.</p>	<p>Heritage – See attachment</p> <p>Deferral for more detailed planning and design framework – see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
148	<p>Andrea Carr and Tim Richter</p>	<p>The submitter has the following concerns:</p> <p>Built Form</p> <p>The proposed built form does not provide a human scale relationship with the existing fabric and further analysis is needed to ensure a high standard of amenity for future occupants.</p> <p>Diversity of uses</p> <p>There is no detail on the provision of public, social or affordable housing which fails to cater for the mixture of household lifestyles, ages and incomes which form part of a vibrant mixed use community.</p> <p>Community infrastructure</p> <p>There is no detail about the community infrastructure for the projected population and open Space provision is critical. These elements need to be integrated into the amendment process.</p>	<p>Scale, bulk & density – See attachment</p> <p>Public open space – see attachment</p> <p>Social and affordable housing - Not within the scope of the Amendment; however, Council is currently undertaking work to address the issues of social and affordable housing across the municipality.</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
149	<p>Glossop Town Planning on behalf of Clock Pty Ltd</p>	<p>The submitter supports the overriding objectives that the amendment seeks to achieve but has the following concerns:</p> <p>Area 5: Building heights and Setbacks</p>	<p><i>Management agrees and recommends the following changes to the proposed DDO60:</i></p> <ul style="list-style-type: none"> • <i>Re-writing the controls for Area 5 to</i>

No.	Submitter	Summary of submission	Management comments
		<p>The submitter's property is within Area 5 and building heights and setbacks are a concern. Overall DDO60 is confusing and unclear and it is difficult to ascertain which Design Requirements are applicable i.e. table 60 identifies the maximum height at street edge is equal to the width of the street, however Hardiman Street is approximately 20m in width and the diagram at Figure 9 applies a 10.5m height at street edge. There is clearly a discrepancy and it is unclear which height requirements apply.</p> <p>It is critical that the maximum height be clearly identified given that a permit cannot be granted to increase this height.</p> <p>Further provisions identified for Area 5 make reference to Figure 1 and 2 regarding streetscape controls, however these figures do not apply to the clients property and rather Figure 9 should be the applicable streetscape controls. The table does not reference Figure 9.</p> <p>The provisions lack clarity and fail to provide a clear understanding and implementation of all the diagrams (Figures 1 to 11).</p> <p>Figure 1 and 2 do not correlate correctly with their descriptions and seem to have been inadvertently swapped.</p> <p>Figure 9 does not identify how the diagram should be applied where a building street edge is lower i.e. for a street edge height of 7m, does it imply that the overall building height would be reduced (compared to a street edge height of 10.5m) given the angle at eye level is lessened?</p> <p>We assume the diagram is to minimise the visibility of the upper levels of the buildings and to provide a transition in building height to the existing lower scaled residential properties, however it is important that overall building height are not solely determined by street edge heights.</p> <p>While there is scope to increase the maximum building height by no more than 30% of the maximum height specified, there are no guidelines or built form outcomes to assist the developer or the planner as to whether an increase in the maximum building height is appropriate or not.</p> <p>The Built Form Outcomes in Area 5 are not helpful as they do not make any reference to areas located opposite the existing residential properties along</p>	<p><i>remove confusion;</i></p> <ul style="list-style-type: none"> • <i>Identifying the correct diagram as figure 1 (maximum height at street edge);</i> • <i>Removing the diagram previously identified as figure 2 (minimum height at street edge); and,</i> • <i>Adding further explanation in relation to the application of the additional 30%.</i>

No.	Submitter	Summary of submission	Management comments
		Hardiman Street.	
150	Gina Perry	<p>The submitter is concerned about the following:</p> <ul style="list-style-type: none"> • Lack of representation of residents in developing the plan. • High rise development will spoil city views, increase traffic, noise and congestion in Kensington. 	<p>Public consultation – See attachment</p> <p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p>
151	Daniel Firth	<ul style="list-style-type: none"> • The village character will be spoiled by an influx of people drawn to new entertainment and associated drunken, loud behaviour. • Loss of parkland will deprive residents of needed recreational space. <p>The submitter is requesting that Council conduct a micro evaluation and review the development heights, overlays and lack of open space in consultation with residents.</p>	<p>Traffic – See attachment</p> <p>Possible increase in entertainment uses – These uses are subject to a permit being issued and any likely amenity impacts can be dealt with through permit conditions.</p> <p>Public open space – see attachment</p> <p>Community facilities – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
152	Kaye Oddie	<p>Schedule 60 to the Design and Development Overlay</p> <p>Buildings and works requirements</p> <p><i>“A permit cannot be granted to increase the maximum building height by more than 30% of the maximum building height specified”</i></p> <p>The submitter opposes this provision. Maximum building heights should be mandatory with no additional discretionary height allowed. It is a furphy that allowing discretionary heights and setbacks enables better built design outcomes. Any discretion in built form should be tied to provision of community services/facilities/enhancement of the public realm and open spaces.</p> <p><i>“Buildings or works at street level should be built to street edge”</i></p> <p>The submitter opposes this provision. It is flawed to take industrial precincts built to the boundary and translate that into built form for residential development. The character of surrounding residential development is front setbacks with gardens or open balconies, which creates high levels of</p>	<p><i>Management agrees and is recommending changes to the proposed DDO60 to ensure that the requirements and the illustrative diagrams in the proposed DDO60 are clear as well as whether the requirements are discretionary or mandatory.</i></p> <p>Permeability/connectivity – See attachment.</p> <p>The EAO is proposed to be applied to land previously zoned industrial now proposed to be rezoned to Mixed Use, which allows residential and other sensitive uses. The land described by the submitter is already zoned Mixed Use.</p>

No.	Submitter	Summary of submission	Management comments
		<p>residential and pedestrian amenity.</p> <p>Many streets in the industrial areas are quite narrow, and taken together with the higher built form (20m-30m) should be encouraged to include setbacks at street level.</p> <p>It is concerning that balconies and canopies will be able to project beyond building facades and will not be considered part of a setback control, which will compromise the calculations for sunlight to lower building levels,</p> <p>Table to Schedule 60</p> <p>The proposed streetscape control of 1:1 building height to street width ratio is too high and will yield poor streetscape and pedestrian amenity. What are the actual examples to support Council's proposed desired outcomes?</p> <p>Area 10/DDO6011</p> <p><i>Shiel Street Interface should be 20m Maximum Building Height</i></p> <p>If the design objective for Schedule 60 specifies that, <i>the scale, height and setbacks of new buildings at the interface with surroundings established residential neighbourhoods is compatible with the scale, amenity and context of these areas</i>, why has the maximum height of 30m/39m been applied to the interface site opposite Shiel Street? It is inexplicable when 20m maximum building height has been applied for interface established residential neighbourhood in part of Kensington and North Melbourne and in established industrial neighbourhoods. There is no justification to apply a 30m building height to Area 11 and it must be reduced to 20m.</p> <p><i>Discrepancies between Arden-Macaulay Structure Plan 2012 and C190</i></p> <p>Proposed building heights and setback controls show 10.5m height limit fronting the southern side of Shiel Street to a depth of 20m, followed by a height limit of 14m for a depth of approximately 47m before a 30m height limit is applied towards the Macaulay Road side of the block.</p> <p>C190 has foreshortened these building height limits so that the 10.5m building height only applies to the first 10m setback from Shiel Street frontage, not 20m, before increasing to a 14m building height. Incremental increases are then shown allowing heights of 17.5m – 28m+. this change will allow far greater</p>	

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		<p>height, bulk and massing and will not provide a transition/interface from the low-scale existing residential character of Shiel Street.</p> <p>Figure 10 has also deleted the 'limited of discretion' dashed line from the Arden Macaulay Structure Plan's Figure D, because C190 allows heights to exceed this dashed line.</p> <p>These changes are deceptive and misrepresent the Structure Plan.</p> <p><i>Detrimental Impact on Gardiner Reserve</i></p> <p>DDO60 Area 11 proposes a maximum building height of 14m at Haines Street with only a 14m setback before building heights of 30m/39m area allowed. Gardiner Reserve will suffer overshadowing from 4-6 storeys. Council has failed to show any overshadowing calculations that would prove building 30m-39m and setback only 14m would meet its many criteria for protecting public open spaces.</p> <p>Building Heights in Area 11 along Haines opposite Gardiner must be reduced so that Gardiner Reserve is no overshadowed.</p> <p><i>New laneways/through connections</i></p> <p>It is suggested that the wording of in this section be amended to allow some leeway as to where new laneways are located within a development site and be reworded as follows:</p> <p><i>"New laneways or through pedestrian connections will be required for some sites. Map 2 shows the <u>indicative</u> location of the new laneways/through connections.</i></p> <p><i>New laneways/through connection should be:</i></p> <ul style="list-style-type: none"> • <i>Safe, direct and attractive</i> • <i>Etc"</i> <p>The rewording is important as proposed through connections may impact on existing infrastructure or street trees i.e. the proposed through connection to the southern side of Shiel Street would come close to existing mature trees (part of the heritage graded tree avenue).</p>	

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		<p>Through connections should apply to the whole Arden Macaulay area rather than just Kensington and should be reworded to delete 'through Kensington':</p> <p><i>“Align with other lanes or pedestrian connections to provide direct routes”</i></p> <p>Existing historic laneways with bluestone paving should be recognised and maintained when aligning with new lanes, by adding the following:</p> <p><i>“Maintain and respect historic street geometry and design”.</i></p> <p>Where vehicular movement through a proposed linkage is not physically possible due to the topography of the land which steeply rises at the Shiel Street frontage i.e. between Macaulay Road and Shiel Street, pedestrian/cycle movement will still be feasible. The amendment should be reworded as follows:</p> <p><i>“New laneways/through connections should be:</i></p> <ul style="list-style-type: none"> • <i>At least 6 metres wide, to accommodate vehicular movements, including turning into private properties, waste collection, <u>emergency and other service vehicles</u>, and landscaping opportunities.</i> • <i><u>Through vehicular connections at Shiel Street are not required”</u></i> <p>Add Solar access</p> <p>Solar access is important for buildings to enable environmentally sustainable design and C190 should include protection of solar panels.</p> <p>Heritage</p> <p>Places as well as 'buildings' should be respected e.g. Macaulay Road bridge, Henderson cast iron drinking fountain in Errol Street, suggested wording:</p> <p><i>“When new development or works adjoin heritage places, the design of new buildings should have regard to the height, scale, rhythm and proportions of the heritage place”</i></p> <p>The expert heritage report undertaken as a separate amendment should be released as part of the C190 consultation.</p>	

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		<p>Environmental Audit Overlay</p> <p>Why has the former industrial land bounded by Canning St/Vaughan Tce/Macaulay Road/Haines St/Shiel St not has an EAO applied? The previous uses operating on these sites indicated potential contamination that could compromise future sensitive uses.</p>	
153	Georgia Firth	See submission 151	See submission 151
154	Deborah Cole	<p>The submitter believes C190 is unacceptable in its current form and is concerned about:</p> <ul style="list-style-type: none"> • The impact on community safety and noise that entertainment precincts will cause. • Loss of access to on-street parking for residents and visitors. • Increase in already high traffic congestion. • High rise towers creating a concrete jungle with reduced access to sunlight and open space 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Parking – See attachment</p> <p>Traffic – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
155	Dr Kate Shaw	<p>The submitter congratulates Council on the amendment process. The submitter has the following comments:</p> <p>The rezoning of the Industrial 1 and 3 areas in the south-west quadrant to Business 3</p> <ul style="list-style-type: none"> • The rationale, that B3Z is more consistent with current uses is reasonable, and there is sound basis to continue restricting residential use in this area. However the intent to encourage office development without a size restriction is queried. • The restriction in the industrial zones which limits leasable floor area to 500sqm assists the retention and delivery of the fine grain explicitly sought in proposed DDO60. Smaller office spaces deliver diversity in cost and activity. • Young Husband Woolstore has one of the larger combined floor areas in the district, but its subdivision into small spaces is what delivers the 	<p>Limiting the leasable office floor area in the Schedule to B3Z – Currently, under the industrial zones there is a limit of 500sqm on the leasable floor area for office uses and this has not generated new office development in the area.</p> <p>Heritage – See attachment</p> <p>Social and affordable housing - Not within the scope of the Amendment; however, Council is currently undertaking work to address the issues of social and affordable housing across the municipality.</p>

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		<p>multiplicity and vibrancy of uses and is possible because of the building's adaptability having been designed as a warehouse.</p> <ul style="list-style-type: none"> Contemporary purpose built office buildings with large floor plates are unlikely to deliver such spaces and will likely, reproduce the high-end office building model found in the CBD and Docklands which is not consistent with the character of Arden Macaulay. The proposed height controls will not address this issue and Council should consider introducing a limit of leasable office floor area in the Schedule to the B3Z. <p>The rezoning of other industrial areas to Mixed Use and Business</p> <ul style="list-style-type: none"> Council should consider introducing a limit on leasable floor area in all schedules to the proposed Mixed Use and Business Zone. <p>Heritage Overlay</p> <ul style="list-style-type: none"> The Young Husband Woolstore must be protected by a Heritage Overlay. <p>Height variations</p> <ul style="list-style-type: none"> Permission for heights that exceed the specified maximum should be linked not just to design conditions but to new community benefit. Council should introduce a requirement that permission for any increase in height above the preferred maximum be contingent on provision of a component of social housing and/or affordable creative spaces. 	
156	Angela Weir	See submission 29	See submission 29
157	Shara Berriman	<p>The submitter objects to the amendment and believes it shown neither depth of research nor an understanding of the problems on the ground. The following issues should have been addressed before, not after the presentation of C190:</p> <p>Inadequate social amenities</p> <p>There is no mention of the provision of public amenities before development and the anticipated population growth or locations where schools, community centres, fire stations etc. can locate.</p>	<p>Community facilities – See attachment</p> <p>Scale, bulk & density – See attachment</p> <p>Public open space – See attachment</p> <p>Transport – See attachment</p> <p>Heritage – See attachment</p> <p>No changes to the Amendment are recommended in</p>

No.	Submitter	Summary of submission	Management comments
		<p>Population density and healthy living conditions</p> <p>The problems of increased population on local community are not tackled e.g. parking, traffic, extra fumes, noise hazards and illnesses associated with overcrowding, such as depression.</p> <p>There is no thought to introducing solar clean energy i.e. street lighting run by solar panels as seen in the UK.</p> <p>Green corridors and parklands</p> <p>Open spaces, pedestrian and bicycle paths should be provided. Not enough creative research has been done for the provision of public recreation spaces.</p> <p>Inadequate Road System for the Future</p> <p>C190 has not dealt with the increased traffic flow from additional people. The infrastructure in the area is old, there are two boom gates, numerous pedestrian crossings and a bike path has replaced one lane on an already narrow road.</p> <p>Height regulations</p> <p>The proposed heights will create wind canyons and heat traps, there will be no vistas' to relieve the eye, and no setback from the road to provide some spatial relief.</p> <p>An instantly successful environment requires rigorous future planning which C190 has not undergone. Organic slow growth allows cohesion.</p> <p>Heritage issues</p> <p>Heritage areas are important to the community and must be identified and preserved before any rezoning e.g. Young Husband Building and other inner city industrial developments.</p>	<p>response to this submission.</p>
158	Dawn Lowery	<p>The submitter accepts the need to accommodate more people but objects to C190 for the following reasons:</p> <p>Inappropriate Built Form and Amenity</p> <p>Height</p>	<p>Scale, bulk & density – See attachment</p> <p>Public open space – See attachment</p> <p>As can be seen from the structure plan a number of parks are proposed for the area these are to be</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Should be lowered as it is too high and out of character e.g. 20m for west of Stubbs Street and 20-30m for Macaulay Road (plus 30%). • Mandatory heights are essential as developers will take advantage of the elasticity of controls and push for more. • Blanket heights for large blocks are unimaginative whereas differing height levels will create a varied skyline and allow greater light penetration. • The zero setback requirements are architecturally stifling and do not allow the development of community. The commercial streetscape need to have carried setbacks and landscaping and penetration via lanes etc. • Heights of 20m+30% along both sides of Macaulay Road will create a canyon. Macaulay Road is the gateway to Kensington. Building should be kept to 4 stories and setback from the street and conducting to integrating the new community with the old. • Heights along the north side of Macaulay Road need to be reduced to allow winter sun penetration to the south side. Cross sections are required to demonstrate what outcomes would be achieved. 	<p>linked by pedestrian friendly streets which are well treed.</p> <p>Parking – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>Heritage – See attachment</p> <p>Traffic – see attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
		<p>Public Open Space</p>	
		<ul style="list-style-type: none"> • The area along Moonee Ponds Creek is not ideal for recreation. It has been subject to flooding and sits alongside a tollway and railway line. It has value as a nature reserve. Small parks need to be scattered throughout, not one huge area allocated because it cannot otherwise be built on. • There should be linkages between public open spaces, encouraging community interaction • Spaces should be acquired prior to developments and be part of the rezoning. The idea that developers will pay a surcharge that will then be used to purchase open space is unsatisfactory. • There should be specific community garden allocations, given the high proportion of apartment style living proposed. They could be very small spaces that are otherwise unusable. • Needs an enforceable, adaptable design code to secure high quality open 	

No.	Submitter	Summary of submission	Management comments
		<p>space and transitions between public and private realms. Design Reviews of new development could be undertaken by the Office of The Victorian Government Architect.</p> <p>Traffic and congestion</p> <ul style="list-style-type: none"> • C190 does not provide enough detail of the traffic impacts and solutions. The area cannot cope with a dramatic population increase and remain liveable. • Proposed car parking provisions are inadequate. • Bike infrastructure is required and a detour from the main cycle paths along the creek, which will activate the interior further. <p>Heritage</p> <ul style="list-style-type: none"> • Rezoning should not occur before proper heritage assessments are completed as C190 does not contain any provisions to protect these sites, rezoning will increase the pressure for development and over-rise heritage consideration. • The Young and Husband Building is a special case and should have special controls to facilitate: lane creations, building footbridge to the west side of Kensington, employment and business opportunities to the increasing population, businesses that need large spaces, small start-up/creative enterprises, and community use and crèche facilities. • Council should acquire control of some or all of the building. <p>Community development and integration</p> <ul style="list-style-type: none"> • C190 does not draw people out of their boxes and mingle. • There needs to be greater pedestrian permeability into large sites. • Laneways need special controls so they avoid being places to dump rubbish, encourage small business activity, link new community areas and are imaginatively planned (why are they all geometric?). <p>Integration of Broader Environmental Overlay</p>	

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> An integrated energy plan should be considered for the area 	
159	Melbourne Planning Solutions on behalf of George Talevski	<p>The submitter is generally supportive of C190 and has the following comments:</p> <ul style="list-style-type: none"> Supports the inclusion of his land in C190 and sees that it offers an opportunity for regenerating a highly strategic pocket of land. Supports the vision of increasing density and scale and the retention of the Mixed Use Zone on this land. Open to the possibility of a school site near this land but wants to ensure this would not unreasonably constrain development in terms of land use options and built form scale. Open to the possibility of creating new laneway connections, provided the locations are indicative and not prescriptive. Supports the identification of this site for higher intensity/scale as compared with other parts of Arden Macaulay but wishes to ensure there is flexibility to apply innovative and creative urban design approaches to deliver the outcomes sought by Council. Wants to ensure the existing Heritage Overlay does not become an unreasonable constraint on development capacity for this site. Understand the urban design intent of height and setback indicators but does not support mandatory (inflexible) standards. C190 should allow more flexibility to respond to site context and evolve and emerge as the precinct takes shape. The descriptions in Figure 1 and 2 with reference to maximum and minimum heights at street edge don't match the relevant diagram. 	<p>New through connections – The preferred location and design of these are set out in map 2 in DDO60.</p> <p>Mandatory and discretionary heights – See attachment</p> <p><i>Figures 1 & 2 – Managements acknowledges the error and recommends amending DDO60 to correct it and also recommends removing figure 2 to avoid confusion.</i></p>
160	Carol Clark	<p>The submitter is concerned about the number and height of proposed developments within the Macaulay Road, Stubbs Street areas and in particular that no infrastructure provisions exist to support the proposed developments.</p> <p>Development should be limited to 2 or 3 storeys and Council should investigate realistically the impact of C190 on amenity and liveability.</p>	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Infrastructure – see attachment</p> <p>The built form provisions in the amendment are designed to provide a high level of amenity and</p>

No.	Submitter	Summary of submission	Management comments
			<p>liveability.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
161	Neil Spark	<p>The submitter will be very disappointed if Kensington loses its village charm and turns into a concrete urban sprawl like Docklands. While not opposed to development in North Melbourne and the industrial parts of Kensington it must be supported with adequate infrastructure. The submitter asks that C190 be deferred until a more fine-grained approach can be developed and has the following specific concerns:</p> <ul style="list-style-type: none"> • All proposed developments should include car-parking. The submitter's property on Bent Street has no off street car parking and 54 apartments have just been constructed on Bent Street and there is a new application for 80+ apartments. A street of 30 residents has instantly quadrupled and the submitter is concerned they will have to fight for parking. • The proposed heights are excessive, in particular the 20m in residential streets west of Stubbs Street and heights south of Macaulay Road. • The requirement for zero setbacks at street level is inappropriate and will stifle pedestrian friendly and interesting architecture. • Height proposed along Macaulay Road will create a canyon effect • Mandatory heights are necessary to provide certainty and the additional discretionary heights have no justification nor associated community benefit. • Inadequate public open space is proposed to cater for the growth in population and greater pedestrian permeability into large sites. 	<p>Scale, bulk & density (including mandatory & discretionary heights and zero setbacks) – See attachment</p> <p>Public open space – See attachment</p> <p>Parking – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
162	Alison and Geoff Eaton	<p>The submitters have recently moved back into their house on McCracken Street after 21 years, and have noticed that the suburb has become vibrant and attractive and many residents have restored their period homes. However, some modern, ugly flats have also appeared which detracts from the character.</p>	<p>Amendment C190 relates to the industrial areas of Kensington and North Melbourne. The existing residential areas are unaffected.</p> <p>No changes to the Amendment are recommended in</p>

No.	Submitter	Summary of submission	Management comments
		If C190 means that more of the character and beauty of Kensington will be lost then it is not supported.	response to this submission.
163	Marg Leser	<p>The submitter objects to C190 and has the following concerns:</p> <ul style="list-style-type: none"> • Inadequate controls for preservation of heritage streetscapes. • Discretionary heights proposed for the area. Proposed heights and densities will impact on streetscape, shadowing, traffic, parking and private and public recreation spaces. • Insufficient regard to the need to increase social and transport infrastructure. • Arden station is an inspirational goal, but without funding or a commencement date. 	<p>Heritage – See attachment</p> <p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Public open space – See attachment</p> <p>Traffic – See attachment</p> <p>Parking – See attachment</p> <p>Community facilities – See attachment</p> <p>Public Transport – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
164	Janet Graham	<p>The submitter has the following concerns</p> <p>Population growth</p> <ul style="list-style-type: none"> • The Structure Plan key direction to “Develop Arden Central as a new extension of Melbourne’s Central City” is flawed and is the best way to ruin the individuality and diversity of Melbourne inner suburbs. • Unchecked growth of up to 6 or 7 million will destroy Melbourne’s much vaunted liveability and make it difficult to reduce our ecological footprint. <p>Density</p> <ul style="list-style-type: none"> • The North and West Melbourne Association has calculated that the Structure Plan envisages fitting the population of Kensington and North Melbourne into an area about a quarter of the size. • Why cram so many people into one small area when we have the brownfield site Fisherman’s Bend which can (hopefully) produce stylish, energy-efficient, diverse housing of various heights that will not impinge on 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>Public open space – See attachment</p> <p>Parking – See attachment</p> <p>Public Transport – See attachment</p> <p>Infrastructure/community facilities – See attachment</p> <p>Heritage – See attachment</p> <p>Social and affordable housing - Not within the scope of the Amendment; however, Council is currently undertaking work to address the issues of social and affordable housing across the municipality.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>amenity and heritage of buildings already in place. Appropriate infrastructure can be designed in early, which is more difficult in established suburbs.</p> <p>Heights</p> <ul style="list-style-type: none"> • Discretionary height controls create uncertainty for everyone and encourage developers to aim for maximum heights. Claims that huge developments are necessary to make them financially viable are dishonest. Especially where inner city house prices are high. i.e. Woolworths paid \$21 million for their site in North Melbourne, but they do not need to build a 16-storey tower to turn a profit. • Conversely the 'gas-regulator' development is a good example of successful medium rise. • 20m should be the maximum permitted throughout the area with lower heights in already established residential areas. • The setbacks provide some mitigation, but the diagrams for Macaulay Road suggest that users will be walking through a tunnel. <p>Heritage</p> <ul style="list-style-type: none"> • Plans for heritage protection do not seem to feature strongly. • Sustainability • It is imperative the new buildings be designed with appropriate orientation, passive heating and cooling, solar panels, acoustic insulation. • The idea of laneways and 'secret places' creating links is interesting. • Dwelling should be diverse and adaptable to changes needs, and also incorporate affordable and social housing options. C190 needs to offer variety, choice and flexibility in it housing models, not the uniform, dull options in now offers. • Industrial uses small businesses, art galleries, shops etc. should all be supported, contributing to the vibrant mix and employment for locals. <p>Infrastructure</p>	

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Provision for community services and infrastructure is missing. • North Melbourne schools are bursting at the seams (there is a possible site for a new school between Henderson and Green Street). • There is only one, small aged care residence in North Melbourne. • New bus and train options need to be built in at the start. • The Structure Plan does not include enough open space and recreation facilities, however it is pleasing to see the west bank of Moonee Ponds Creek earmarked for expansion, although for the sake of its health the riparian zone of any watercourse should have a t least a 30m buffer before concrete is laid. 	
165	Sarah Harrison	See submission 29	See submission 29
166	HWD Alfred Street Developments Ptd Ltd	<p>The submitter supports the key principles of C190 which seek to redevelop the former industrial. The submitters land on Alfred Street is currently vacant and represents a strategic redevelopment site.</p> <p>The Mixed Use Zone with an Environmental Audit Overlay and DDO26 are supported.</p> <p>The broad principles of DDO60 are supported however the submitter has the following concerns:</p> <ul style="list-style-type: none"> • Mandatory height and setback controls are not supported and more flexibility must be afforded for the larger sites which can accommodate more intensive built form outcomes where there is little prospect of generating adverse off-site impacts. • DPCD Practice Note 60, April 2010 confirms that the subject land does not qualify as an example of a location where exceptional circumstances can be identified that would warrant the application of mandatory height and setback controls. • The built form requirements that apply to the site may be appropriate for the 	<p>Scale, bulk & density (including mandatory & discretionary heights) – See attachment</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<p>wider precinct but fail to recognise the strategic redevelopment opportunities of the subject site which is an unconstrained, underutilised landholding which is well buffered from sensitive uses.</p> <ul style="list-style-type: none"> • The subject site is of a size capable of developing its own character, including building scale and styling which will have limited impact on the character of the broader area. • The site is not located in an area that is particularly sensitive which would warrant the mandatory controls. • Those parameters which might serve to distinguish significant sites such and where exemptions from the height and setback provisions may be appropriate include: <ul style="list-style-type: none"> Sites greater than 1 hectare Sites with road frontages of more than 100m Sites with no residential use or zone abuttal Sites within 400m of an activity centre Sites within 400m of a railway station Sites capable of incorporating a mix of uses including community facilities. • The ability to accommodate on-site public open space and community facilities should warrant flexibility in terms of built form expectations. 	
167	John Widmer	<p>The submitter states that it is not possible to comment on C190 by the end of the exhibition period as the population forecasts for the area that adjoin the submitter's property are incorrect.</p> <p>The submitter has initiated a Freedom of Information request for more data to establish the nature and extent of the calculation error.</p>	<p>Population capacity estimates & population projections – The Structure Plan includes both estimates of population capacity, which is the population which the area could hold if all the land were built out to the allowed building envelopes, and population projections, which are demographic estimates of actual population growth based on population growth trends. With each revision of the Structure Plan the population capacity estimates were recalculated to take into account revised propositions for land use and built form. Further detail</p>

No.	Submitter	Summary of submission	Management comments
			in relation to the method used to generate the population capacity estimates has been provided to the submitter in separate correspondence.
168	Urbis on behalf of 64-90 Sutton Street Pty Ltd	<p>Supportive of the urban regeneration of the area and of the proposed rezoning of their property to Mixed Use Zone.</p> <p>Concerns with the proposed new DDO60 include:</p> <ul style="list-style-type: none"> • Identification of design objectives which seek a mid-rise scale of development • Adoption of a mandatory approach to height and massing • Stipulation of requirements and standards for the provision of new laneway links. <p>The following changes are requested to be made to the proposed new DDO60:</p> <ul style="list-style-type: none"> • That the controls in relation to height be discretionary • That the streetscape controls be discretionary • That the laneway controls be discretionary. 	<p>Mandatory and discretionary heights – See attachment</p> <p>The proposed DDO60 includes the preferred location and design of new through connections, these are not mandatory.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
169	VicTrack	<p>Objects to the proposed rezoning of all VicTrack land from Industrial 1 Zone to Public Park and Recreation Zone.</p> <p>Points out that VicTrack is committed to partnering with local government to create opportunities that strengthen local communities for the long term, but Government guidelines stipulate land not required for transport cannot be sold at less than the Valuer-General's valuation and it cannot be transferred for free.</p> <p>VicTrack is preparing a proposal that it considers could meet some of Council's open space objectives and assist in realising the vision for the area.</p>	<ul style="list-style-type: none"> • The properties in question are essential in meeting the future public open space requirements for the area and have been selected for the following reasons: <ul style="list-style-type: none"> - Direct access to the Moonee Ponds Creek; - Street frontage to Stubbs Street and Macaulay Road, thereby improving public access to the creek; and, - The properties are surplus to public transport requirements they were set aside for and are already in public (VicTrack) ownership.

No.	Submitter	Summary of submission	Management comments
			<ul style="list-style-type: none"> • Three options are available: <ul style="list-style-type: none"> - Pursue the rezoning of the land to Public Park and Recreation Zone as proposed; OR - Enter into negotiations with VicTrack for the purchase of the land by Council and pursue the rezoning of the land to Public Park and Recreation Zone; OR - Consider VicTrack's proposition to allow for the development of part of their land in exchange for some of the land being purchased by Council and turned into public open space. <p>Management recommends pursuing the rezoning of the land to PPRZ as exhibited.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>
170	Angela Williams	<p>The submitter opposes C190 and has the following specific concerns:</p> <p>Zoning and Open Space</p> <ul style="list-style-type: none"> • Land should be set aside for providing a future school. • Opposes the rezoning of the highrise housing site in Canning Street to B1Z as it does not send an appropriate message to the residents of this housing estate and Council should be required to demonstrate how they have carried out a consultative, community building process and engaged with the Department of Housing tenants on this matter. • Opposes the rezoning of the highrise site in Alfred/Melrose to Mixed Use Zone without significant measures to protect public housing properties. • The structure plan indicates sections of open space are contained within the width of the road reserve of Mark and Sutton Streets North Melbourne and Parsons and Smith Street Kensington, however these are not indicated 	<p>School/community facilities – See attachment</p> <p>Public open space – See attachment</p> <p>Permeability/connectivity – See attachment</p> <p>Rezoning of social housing to B1Z – This will ensure that any redevelopment of the land provides a greater mix of uses at ground floor and the use of the land for housing will not be affected given that dwelling uses are as of right in the B1Z.</p> <p>Area 7 – The proposed overall preferred maximum height of 20 metres with the street edge and building enveloped along Melrose and Alfred Street being in accordance with figure 9 are considered appropriate for any future redevelopment of the Office of Housing site in Area 7.</p>

No.	Submitter	Summary of submission	Management comments
		<p>on the zoning map. Why have these open spaces not been delivered?</p> <p>Laneway through block</p> <ul style="list-style-type: none"> • It must be clearer which developments the requirement will be applied to. • Should be applied to the ministry of housing site at Alfred/Melrose/Boundary Road. • The laneway along the city link/train line up against 26m high buildings seems like a fairly hostile environment for a pedestrian lane. <p>DDO</p> <ul style="list-style-type: none"> • Area 7 is not supported unless it is stipulated that open space and through block links are applied. It is unclear what is driving this change as submissions made by the Department of Housing were not made public. • Area 7 indicates that heights are to be applied to the whole the block of Melrose. Sutton. Alfred, Boundary Road, however this is contrary to the structure plan which shows it only as a small strip of development around the edge of the block. • Area 7 should be excised from the amendment and as a separate amendment, worked through at a fine grain level with the community and stakeholders so there is thorough exploration of constraints and opportunities and no net loss of open space and amenities for public housing tenants, to private development. • The height control on Macaulay Road should be reduced in height to a more human scale and it is not appropriate for a higher height on the north side, than that proposed on the south. Built form outcomes for Macaulay Road need also to be clearer. • The DDO should be worded to dissuade the consolidation of sites and more detail about allowing sun to penetrate through between buildings, so that the street edge is not a continuous wall. • Block permeability should be required by including a contribution to future mid-block plazas, through the creation of amenity easements. • The DDO has failed to consider facilitating multiple through block entrances 	<p>Heritage – See attachment</p> <p><i>Solar access – Management agrees that clarification is required and therefore recommends DDO60 be amended to include the need to demonstrate that development will not increase overshadowing of the public realm between 11am and 2pm at the equinox.</i></p> <p><i>Figures 1 & 2 – Managements acknowledges the error and recommends amending DDO60 to correct it and also recommends removing figure 2 to avoid confusion.</i></p> <p>Land Subject to Inundation Overlay – At application stage, the requirements of the LSIO will be considered for any land that is affected by it.</p> <p>Schools/community facilities – See attachment</p> <p>Mandatory heights – see attachment</p> <p>Five hours of sunlight – The built form requirements contained in the table and illustrated in the diagrams in the proposed DDO60 are based on the provision of a minimum of five hours of sunlight to ground floors within streets that have residential uses at ground floor.</p> <p>Public open space – see attachment</p> <p>Diversity of housing – This matter is currently being considered under another piece of work undertaken by Council and if appropriate, changes to the Planning Scheme will be explored</p> <p>Car parking - As indicated by the submitter, parking at the street edge would undermine the amenity and safety of the street. Parking fronting the street at upper levels will have a similar impact. Management</p>

No.	Submitter	Summary of submission	Management comments
		<p>to Macaulay station creating multiple opportunities to activate space.</p> <ul style="list-style-type: none"> The DDO should require new development preserve existing solar access. <p>Heritage</p> <ul style="list-style-type: none"> It is premature to rezone without knowing which heritage buildings should be protected. There should be clearer guidelines as to an appropriate transition to graded buildings. <p>Noise Overlay</p> <ul style="list-style-type: none"> Requirements for the interface with City Link and the railway corridor have not been considered and should be included in DDO26. <p>Solar Access</p> <ul style="list-style-type: none"> What time of year will “reasonable access to sunlight” be measured? The structure plan said it would deliver winter solar access. The street sections have not been set up in the DDO to deliver this outcome. Modelling should be provided by City of Melbourne to demonstrate what the level of sunlight will be in Macaulay Road with the proposed heights on place. <p>Figure 1 & 2</p> <p>The descriptions have been transposed.</p> <p>Land subject to inundation Overlay</p> <p>This may impact on the ability of properties in Areas, 9, 5, 12 and 13 to meet the DDO requirements of street edge development with active street frontages as the floor levels are likely to need to be above the footpath level as well as catering for disabled access. The urban design implications should be considered.</p> <p>Zoning for future schools</p> <p>There should be sites identified for schools before the area is fully developed and there is no room left. Community infrastructure should be planned in, to provide certainty to the community and to developers. A site had been mooted</p>	<p>therefore recommends amending DDO60 to include a requirement for the first five levels of buildings to be developed with a “casing” of dwelling or office or other design mechanisms.</p>

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		<p>in the plan but not taken forward in C190. Although this site alone will not be sufficient to accommodate the projected growth.</p> <p>Mandatory Heights</p> <p>The community, developers and decision makers all benefit from mandatory height controls for certainty of outcome.</p> <p>30% additional height should be conditional on delivery by the developer of social housing, open space or community facilities, and if these cannot be provided then the development is capped at the lower height.</p> <p>Five hours of sunlight</p> <p>The submitter would like to see evidence that the height proposed will deliver on the Structure Plan statement, “a minimum of five hours of sunlight is provided to ground floors within streets that have residential uses at ground floor”.</p> <p>Open Space</p> <p>In Elizabeth Street, the Structure plan indicates a significant area of open spaces running between Barrett and Elizabeth Street however this had been placed in area12 where development of 20m is encouraged. What is Council’s commitment to open space and why has this not been excluded from the DDO and Business Zoning.</p> <p>There are areas in Alfred Street, Sutton Street and Robertson Street which the Structure Plan indicates as open space, which have also not been translated in the amendment.</p> <p>Open Space within Development</p> <p>The structure plan required that, “include pervious ground area, which is as large as possible by no less than 30% of the available ground area” This has not been translated into the built form controls.</p> <p>The Structure Plan stated that it would, within 1 year, develop a process to refer matters of open space within developments to an open space planner. There is nothing contained in the DDO to alert applicants that this will occur, nor a benchmark provided as to how the location and provision of open space</p>	

No.	Submitter	Summary of submission	Management comments
		<p>will be assessed.</p> <p>Diversity of Housing</p> <p>It is not considered that C190 will deliver on the structure plan promise to deliver a mix of housing types as nothing is built into the DDO.</p> <p>Adaptability of housing stock is vital and should be included in the amendment.</p> <p>ESD provisions</p> <p>The structure plan states it would, “promote cross-ventilation for all buildings to reduce energy demands for cooling”. There is no reference to this in the DDOs.</p> <p>Carparking</p> <p>The structure plan said it would deliver, “no carparking at the street edge” and diagrams indicated that all parking would be form the rear, but there is no provision found for these items in the DDOs</p>	
171	Department of transport	<p>The submitter has no major objections to C190 but has the following comments:</p> <ul style="list-style-type: none"> • The developments are likely to create increases in traffic level and hence affect the reliability of tram services in the area. This issue should be examined in the context of density, height and parking availability in new developments as increased traffic volumes will affect the surround road network. Tram routes 59, 57 and 55 could be impacted. • It is likely that increased traffic generation will also create queuing pressures at level crossings on Macaulay Road and Arden Street. DOT encouraged the City of Melbourne to proceed with action TP3.P3 in the Structure Plan in order to limit parking requirements in the precinct and reduce traffic generation associated with the proposed scale of development. This action calls for a review of parking requirements and prepare a precinct parking plan which limits residential parking where possible, encouraged car sharing and provides for bicycle parking. • As VicRoads has responsibility to manage use of roads, further investigation is recommended on any revised street hierarchy that downgrades the capacity of VicRoads declared arterial network such as 	<p>Traffic – See attachment</p> <p>Parking – The Amendment does not propose to vary the minimum rates that would apply under the current Planning Scheme requirements; however, a review of parking rates across the municipality is proposed.</p> <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
Boundary Road and Macaulay Road.			
172	City West Water – Water Innovation	<p>City West Water have provided comments in relation to water, alternative water and sewer servicing and City West Water involvement in the Greening the West initiative.</p> <p>City West Water supports in principle the Council's goals for the redevelopment of the Arden Macaulay precinct to make the precinct energy, water and waste efficient and sustainable through the establishment of local energy generation and the harvesting of stormwater and treatment of sewage for 'fit for purposes' alternative water usage and to create a liveable environment with more quality open space, streets that encourage walkability, mitigates climate change and reduces the urban heat island effect.</p>	The submission relates to the contents of the structure plan and specific City West Water projects in the subject area.
173	Glenn Cotter	<p>The Submitter is located opposite the southwest quadrant of the Stage 1 Arden Macaulay area identified for rezoning.</p> <p>The Submitter broadly supports the Amendment and believes the land should be used to its highest potential to stimulate urban regeneration of the area and there is strategic justification for the Amendment.</p>	No changes to the Amendment are required in response to this submission.
174	A Goetz	<p>The submitter is a resident of Elizabeth Street. The amendment needs more of a detailed approach and should be deferred pending a more detailed study of the Arden Macaulay area to address the following:</p> <p>Traffic & Congestion</p> <p>Macaulay Road & Racecourse Road already experience traffic jams and with the addition of new residents these problems will increase. Public transport is already at capacity at the local stations.</p> <p>Heritage</p> <p>Existing heritage areas are out of date or wrong. Industrial and residential heritage must be protected before land is rezoned.</p> <p>Community assets</p>	<p>Traffic – see attachment</p> <p>Heritage – see attachment</p> <p>Community facilities – see attachment</p> <p>Public open space – see attachment</p> <p>Business 3 zone – see attachment</p> <p>Scale, bulk & density – See attachment</p> <p><i>In order to ensure that existing dwellings and the public realm are protected from the possible amenity effects of increases in height above the nominated preferred height, management recommends adding further</i></p>
175	No name		
176	Nadine Goetz		

No.	Submitter	Summary of submission	Management comments
		<p>No provision for additional assets, new schools, childcare centres to cater for the increase in population.</p> <p>Public Open Space</p> <p>There is no mechanism detailed in the plan that will guarantee the land nominated will actually become open space. The submitter requests that council adopt a compulsory acquisition or protected overlay to dedicate to open space.</p> <p>Incorrect proposed rezoned area</p> <p>Submitter requests the area be rezoned to a 'Mixed Use Zone' and not Business 3 Zone. This zoning would better reflect the type of use that currently exists in the area being predominately residential. These existing uses have had no adverse effects on the Allied Mills and other commercial businesses in the area.</p> <p>Built Form and Amenity</p> <p>Proposed heights are generally excessive and mandatory heights are necessary to provide certainty to developers and the community. The additional discretionary heights have no justification or associated community benefit. The submitter is concerned that his/her residence will not be protected from having a 6-8 storey structure without compromising on amenity. The 20 metre plus heights proposed along Macaulay Road will create a canyon effect that relates poorly with the Kensington neighbourhood and the low scale residential community.</p>	<p><i>performance measures to DDO60.</i></p>
177	Melbourne Water	<p>Melbourne Water's comments are three-fold:</p> <ul style="list-style-type: none"> • Flood management <p>Melbourne Water highlights that the area is partially prone to flooding during a 1:100 year storm event and that therefore any development proposed on flood-prone properties would need to take this into account and be designed in such a way that will ensure it is protected from flooding, has safe access to and around the development and will not interfere with the passage and storage of floodwaters. Any new development must take into account Melbourne Water's <i>Guidelines for Development in Flood-</i></p>	<ul style="list-style-type: none"> • Flood management - Noted • Rezoning - The Public Park and Recreation Zone provisions already include a permit exemption for the type of works Melbourne Water may need to carry out on the land. Under Clause 36.02-2 Permit requirement a permit is not required for: <ul style="list-style-type: none"> A building or works carried out by or on behalf of a public land manager or Parks Victoria under the Local Government Act

No.	Submitter	Summary of submission	Management comments
		<p><i>Prone Areas.</i> Melbourne Water also advises that the flood-prone nature of some properties may inhibit Council's DDO60 objectives for the activation of ground level street frontages.</p> <ul style="list-style-type: none"> Rezoning of Melbourne Water Owned Land <p>Whilst Melbourne Water supports the rezoning of the land along the western side of Moonee Ponds Creek from IN1Z, it is requested that the parcels owned by Melbourne Water be rezoned to Public Utility Zone 1 (Service and Utility) rather than Public Parks and Recreation Zone (PPRZ) to better reflect Melbourne Water's use and ownership of the land. Alternatively, if the land is rezoned to PPRZ Melbourne Water requests that it be provided with permit exemptions within the PPRZ (or schedule to this zone) enabling it to carry out maintenance activities, capital works and investigations in relation to its assets as required to fulfil its obligations under the Water Act and Statement of Obligation.</p> <ul style="list-style-type: none"> Integrated Water Management <p>Melbourne Water recommends that the integrated water management objectives of the Arden-Macaulay Structure Plan 2012 be incorporated under the design objectives of DDO60.</p> <p>The submitter provided further comments in a separate submission:</p> <ul style="list-style-type: none"> The Moonee Ponds Creek in the subject area is somewhat modified and degraded, Melbourne Water expects that the renewal works outlined in the Structure Plan should result in an overall improvement to the health of the Moonee Ponds Creek. Melbourne Water supports the strategy outlined in the Structure Plan to establish the Moonee Ponds Creek as a regional park and to revitalise the creek corridor through revegetation and improvements to water quality. Melbourne Water asks that consideration be given of how the recreation area and associated infrastructure will be developed while still achieving ecological and biodiversity improvements. Consideration should be given as to the height of building adjacent to the Creek and the impact on riparian vegetation and proposed revegetation. 	<p>1989, the Reference Areas Act 1978, the National Parks Act 1975, the Fisheries Act 1995, the Wildlife Act 1975, the Forest Act 1958, the Water Industry Act 1994, the Water Act 1989, the Marine Act 1988, the Port of Melbourne Authority Act 1958 or the Crown Land (Reserves) Act 1978.</p> <ul style="list-style-type: none"> Integrated Water Management - Amendment C142, which has been adopted by Council and is awaiting approval by the Minister seeks to introduce a Storm Water Management (Water Sensitive Urban Design) policy into the Planning Scheme. Once approved, this new policy will apply to the whole municipality and therefore including water management objectives within DDO60, which would apply specifically to the Arden-Macaulay area, would result in a doubling up of requirements. <p>No changes to the Amendment are recommended in response to this submission.</p>

No.	Submitter	Summary of submission	Management comments
		<ul style="list-style-type: none"> • Revegetation should be appropriate, including indigenous species and protecting existing mature trees. • Creek crossings for utilities, pedestrians and cyclist should be minimised and where one is necessary, meet the standards outlined by Melbourne Water. • Melbourne Water supports efforts to incorporate Water Sensitive Urban Design into urban renewal projects to mitigate the impacts of increased development and impervious surface area. 	
		<p>DDO60</p> <ul style="list-style-type: none"> • DDO60 makes no reference to Moonee Ponds Creek in relation to setbacks and adjacent building height requirements, which seems to be a serious omission. • Melbourne Water requests Council amend DDO60 to include: <ul style="list-style-type: none"> • Specific mention of retention and improvement of waterway character in the 'design objective'. • Setback and building height requirements along the interface with Moonee Ponds Creek, in a similar format to that described for roads and laneways. Inclusion of diagrams would be welcomed. The point, "Development does not unreasonably overshadow public open space" under Area 10 Built Form Outcomes could likewise be incorporated into the same section for all areas adjoining Moonee Ponds Creek. 	
		<p>The submitter also included comments previously submitted on the Draft Arden Macaulay Structure Plan.</p>	

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Scope of Amendment C190 Arden-Macaulay

Amendment C190 implements the built form and land use proposals of the Arden-Macaulay Structure Plan 2012 as new controls in the Melbourne Planning Scheme. The structure plan is a holistic plan for the area's urban renewal including provision for the existing and future communities of:

- new infrastructure such as improvements to roads and drainage;
- new and upgraded parks;
- protection of heritage;
- community facilities such as maternal welfare and child care centres; and
- improvements to public transport.

In addition to these proposed planning scheme controls, the Structure Plan is being implemented through capital works, advocacy and partnering with other agencies, particularly in State Government.

The Issues raised by the Submissions

A comment on each of the 177 submissions received is in Attachment 2 of this report. Some of the key issues raised were:

- proposed heights and densities are too high and not in keeping with the character of the area;
- public transport, roads, on-street parking and community services are at capacity and growth will exacerbate this with no certainty that the required improvements to these will occur;
- no mechanism in place to acquire and/or convert land for additional public open space;
- some wanted mandatory height/setback controls whilst others want discretionary controls; and,
- the proposed Business 3 Zone around Allied Mills is arbitrary and inappropriate.

All 177 submissions and management's responses have been summarised below under the following themes and response to the issues raised to these issues are set out below.

- Public open space
- Community facilities
- Transport
- Heritage
- Public consultation
- Permeability/connectivity
- Scale, bulk and density
- Proposed Business 3 Zone

Public open space

Summary of submissions

Additional open space is needed. It is critical that the proposed residential apartments have good quality access to well-designed public open space; including active and passive recreation. More playgrounds are essential within neighbourhood streets. Other active public open space opportunities are also necessary.

The land alongside Moonee Ponds Creek which is earmarked as open space is unusable for parkland/open space use by residents due to the regular flooding and location under the CityLink.

There is yet to be a process for acquiring more open space and therefore there is no guarantee that the new open space will be delivered. There is no plan to ensure purchase of land for public open space. The Public Acquisition Overlay should be used to secure the provision of public open space.

Development will in fact result in the removal of greenery, as was the case with the Centennial Apartments on Smith Street where trees are yet to be replanted.

Response

Open space needs

The open space provision in the Structure Plan is based on Council's Open Space Strategy (adopted June 2012). The Strategy assesses the open space needs of the whole municipality and provides the overarching framework and strategic direction for public open space planning for the next 15 years based on the forecast population change.

One of the strategy's key objectives is to provide open space within easy walking distance for the majority of the community. A 500 metre walkable distance is used for State, capital city, regional, municipal and neighbourhood open space, and a 300 metre walkable distance is used for local and small local open space.

The Open Space Strategy sets out the particular open space requirements for the Arden-Macaulay area and this is the basis for the proposed provision of open space in the Structure Plan which provides for a range of parks to meet the needs of the new community. The City of Melbourne is currently preparing an Open Space Strategy Implementation Plan to ensure that the open space objectives of the Strategy are met.

Council has resolved to not use the public acquisition controls in the Melbourne Planning Scheme to acquire land for public open space. On 7 February 2012 when Future Melbourne Committee adopted the Arden-Macaulay Structure Plan it also resolved that:

it will not attempt to compulsorily acquire privately owned land to procure the proposed public open space identified in the Structure Plan;

it will work with landowners to procure the open space objectives of the Structure Plan, and negotiate provision of open space through site development and transfer of other public land;

that management report to Council meeting on 28 February 2012 on the proposed planning scheme amendments based on the approved Structure Plan. These amendments will not include the use of public acquisition overlays.

In accordance with the above resolution the City of Melbourne will negotiate directly with landowners to acquire the land required for the open space identified in the Structure Plan.

Moonee Ponds Creek

Amendment C190 seeks to rezone the land along the Moonee Ponds Creek to Public Park and Recreation Zone (PPRZ). As it is not possible to rezone land in private ownership to PPRZ only the land along the Moonee Ponds Creek which is in public ownership has been rezoned. The City of Melbourne will prepare a master plan for this land to:

- Revitalise the Moonee Ponds Creek environs as a recreational and environmental corridor; and
- Provide improved pedestrian and cycle connections between the northern suburbs, E-Gate, Docklands and the CBD.

Amendment C209 public open space contributions

One of the first actions to implement the Open Space Strategy is Amendment C209 Public Open Space Contributions. The public exhibition of Amendment C209 closed on 28 March 2013 and City of Melbourne is currently the assessing submissions received.

The Amendment proposes to introduce a requirement for developers to contribute financially or in land towards the cost of public open space development through the schedule to Clause 52.01 Public Open Space Contributions and Subdivision and through a new local policy, Public Open Space Contributions at Clause 22.

The amendment will require a public open space contribution calculated as a percentage of the site value, a land contribution or combination of both. These are two rates which reflect the anticipated growth and development in different parts of the municipality. The application of the two rates over the municipality is shown on figure 1 below. In areas (A) projected to experience high growth the proposed contribution rate is 8 per cent and in remaining areas of the municipality (B) the proposed contribution rate is 5 per cent. In Arden Macaulay the rate is 8 per cent.

The new local policy, Public Open Space Contributions at clause 22.26 makes reference to the City of Melbourne Open Space Strategy and identifies areas where a land contribution is preferred over a cash contribution. It also requires development proposals in the areas with an identified open space shortfall to give early consideration to the policy so that if the land or any part of it is suitable for public open space according to the criteria identified in the policy, early provision can be made for that contribution if future subdivision of the development occurs.

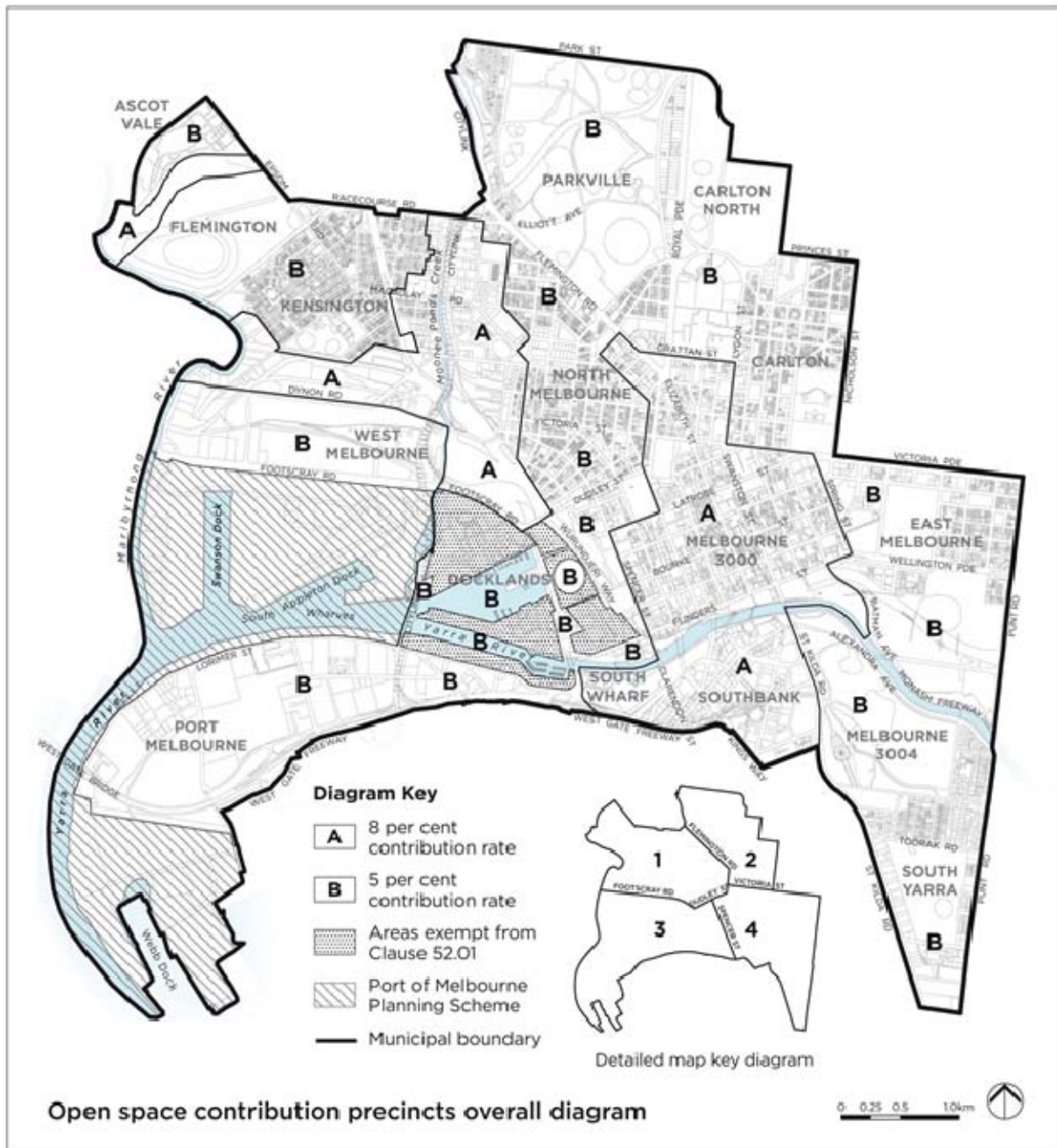


Figure 1 Public Open Space contributions precincts for the municipality

Community facilities

Summary of submissions

Submissions query whether the Amendment has been undertaken with a holistic view of community development. Infrastructure and services must be available to support increased population density including schools, doctors and public transport. The submitters do not believe that the social infrastructure requirements of the resulting increase in population has been sufficiently considered and addressed, in particular the provision of new open space and the pressure on schools and public transport.

They state that the creation of further schools and community services (such as YMCA) is required as these are currently under pressure to meet current demand. Schools need to be improved to cater for the new population. There are not enough schools in the area as it is now and a large increase in residents will impact on the existing schools.

There is a query as to whether, for example, the primary school on Boundary Road in North Melbourne which has been closed down will be re-claimed and re-opened and whether discussions have taken place with education authorities.

Response

The Arden Macaulay Structure Plan proposals to provide community facilities are based on the City of Melbourne's analysis of current and future needs in the area. The proposed zonings in C190 allow for those facilities that are provided by private businesses such as doctors consulting rooms, banks and fresh food to be provided within walking distance of most residents.

The City of Melbourne is currently preparing a specific implementation plan for the provision of facilities typically provided by Council such as maternal and child health centres and child care. The City of Melbourne is advocating to State Government for the provision of schools for the area and is liaising with the Department of Education and Early Childhood Development.

Transport

Summary of submissions

Submitters raise concerns about the current overcrowding of trains, traffic congestion and on-street parking problems. Any growth in population needs to be matched with improved traffic management systems, increased parking and better public transport. While they are all interrelated the main issues are discussed below.

Public transport

Submitters raise concerns that while the area has access to multiple forms of public transport, these services are currently inadequate, with train services at Kensington is at capacity during an extended peak period each day, weekends and during special events (such as racing) and Macaulay station needing a significant upgrade to service, amenity and, most importantly safety.

They assert that rail and road saturation cannot be resolved through the Melbourne Metro Rail tunnel accommodating increased rail patronage or by motorists using alternative routes to bypass congestion. And in any case they say that the proposed Melbourne Metro Rail tunnel is unlikely to be built for decades if ever.

They say that it is unreasonable to expect that residents and new residents will rely solely or predominately on public transport for their transport given that most parts of Melbourne cannot be easily accessed by public transport and local trips for shopping or doctor visits, particularly families with young children, are unsuited to public transport.

The increase in population will require a proportionate transport infrastructure response which they say appears to be lacking. They say there needs to be greater co-operation between Council and public transport operators to ensure plans are put in place to manage the greater patronage created by developments.

Traffic

Submitters are concerned about the increase in local traffic congestion arising from the proposal. They say there is already significant traffic congestion (on road and parking) in Robertson, Collett, Lambeth, Barnett and Smith Streets and in local streets such as Bent Street, Stubbs Street Eastwood, Elizabeth and Bent Street they say this will become worse.

They say Macaulay and Racecourse Roads are already experiencing grid-lock as a result of through traffic volumes and existing bottlenecks from the two train crossings and the amendment will result in additional traffic volume. This issue they say needs to be addressed prior to the approval of any significant increase in population density or the area will lose its liveability as a result of increased traffic congestion.

They assert that traffic management plans should be in place prior to planning approvals for any new development and that a plan / study is needed to alleviate traffic congestion including widening the Macaulay Road bridge to allow for a proper bike lane.

Parking

It is likely they say that the provision of on-site parking spaces will be insufficient and that many households run two cars and already Kensington's streets are mostly at parking capacity at night. For example they cite parking on Hardiman Street and nearby streets as already overcrowded and that this will be exacerbated by proposed development in areas 12, 13 and 3 of DDO60.

They say that any growth in population needs to be matched with increased parking and the amendment needs to include parking requirements. On-street car parking is a problem they say as a result of recent developments having been permitted to provide fewer car spaces than apartments and additional residential development will place enormous pressure on parking.

To address car parking shortages they propose all proposed residential developments should include adequate on-site car parking with no eligibility for on-street parking particularly given recent applications for apartment buildings on Bent Street. Each multi storey residential application so far has applied to avoid providing parking for visitors, a trend which will see significant issues for the area.

There are a number of suggestions for an appropriate car parking ratio, such as a minimum of one space per residential unit, a maximum car parking rate of 1.5 per dwelling, or that the maximum car parking rate per dwelling relate to the number of bedrooms and the consideration of car-share to reduce car ownership.

One submitter provided another view stating that every effort should be made for new development to include green innovations such as car-share hubs and no car parking, to encourage residents to keep a low carbon footprint.

Response

The City of Melbourne has a suite of policies including the overarching Transport Strategy 2012 which provided for the good management and development of access and mobility in the municipality over the coming 20 to 30 years. The Arden-Macaulay Structure Plan access and mobility proposals are consistent with these policies and are coordinated with the structure plan's land use and development proposals.

The City of Melbourne commissioned an Integrated Transport and Access Review of Amendment C190. The review found that the built form and land use components of the Arden Macaulay Structure

Plan in the C190 area would be feasible given the proposed changes to transport and access networks proposed in Council's Transport Strategy 2012 and the Arden Macaulay Structure Plan.

The review found that additional traffic generated by growth in the study area onto the key routes through the precinct is unlikely to significantly increase the overall traffic volume or operation of these links but will lead to existing through traffic being displaced onto other routes as existing capacity is absorbed by local traffic. The review also noted that as the area develops there will need to be matching progressive improvements to the public transport, walking and cycling services and infrastructure.

Public Transport

Both the Arden-Macaulay Structure Plan and Council's Transport Plan 2012 recognise the need for improvements to public transport to progressively support the development of Melbourne's urban renewal areas. The City Of Melbourne is working closely with the State Government to improve public transport throughout the City in short, medium and long term.

Public Transport Victoria's (PTV) recently released its Network Development Plan for Metropolitan Rail. This includes a number of improvements to public transport provision to the structure plan area. The plan proposes an increase in the capacity of peak hour trains to the city of 76% or 130,000 people across the train network within 20 years. High capacity signalling will increase the frequency of trains on all lines from about 15 trains per hour up to 30 trains per hour

The plan includes the Melbourne Metro project as a section of a stand-alone service that would run from Melbourne Airport, via Sunshine, Footscray, Arden, Parkville, the city and South Yarra to Dandenong.

PTV is currently working on similar long-term network development plans for trams and buses and these are expected to be completed within 12-18 months.

Traffic

The Structure Plan is a long term plan for Arden-Macaulay. It is envisaged that the area will take 20 to 30 years to develop. Modelling indicates that over this period of time the community will become less reliant on car usage and that the percentage of people using cars relative to the other modes of transport will decline. The Structure Plan outlines a future of mixed development which will also reduce the need for vehicular travel for daily necessities.

Arterial roads that bound the study area such as Racecourse Road and Flemington Road carry significant volumes of traffic which is mostly external through-traffic, which does not need to access the Arden-Macaulay area. The additional traffic anticipated to be generated by growth in the Arden-Macaulay area onto the key routes through the precinct is unlikely to significantly increase the overall traffic volume or operation of these links; rather it will displace existing through-traffic onto other routes as existing capacity is absorbed by local traffic. These transitions will take place gradually over many years giving users of the area, existing and new, time to adapt to new conditions.

While Stubbs Street is expected to carry more traffic than it currently does, modelling indicates that this is feasible. An appropriate road design will be applied in Stubbs Street to ensure that any increased traffic movements can be integrated with a high quality streetscape and good provision for pedestrians and cyclists.

Council regularly undertakes traffic calming measures throughout the City and has successfully dealt with traffic congestion issues in many parts of the city by modifying the street network so that it serves local needs but discourages excessive use of local roads by traffic with a largely through-traffic

function. Specific projects to change road layouts will be subject to more detailed analysis and consultation, as and when required.

Council reviews its Bike Plan every four years. Bike Plan contains a series of capital projects designed to expand and enhance Council's bicycle network. Upgrading the crossing of the Maribyrnong River for bicycles at Macaulay Road is a project that could be delivered via Bike Plan in the future.

Car Parking

The Amendment adopts the car parking ratios currently in the Melbourne Planning Scheme. For residential development these are: 1 space to each one or two bedroom dwelling plus one space for visitors for every 5 dwellings; 2 spaces to each three or more bedroom dwelling plus one space for visitors for every 5 dwellings.

The provisions set out the minimum that is required to be provided however an application can be made to reduce it. The planning scheme lists the considerations which would apply should such an application be made. These provisions are therefore structured in a way that encourages developers to provide a level of parking appropriate to their development. Each application is assessed on its merits to ensure that appropriate parking is provided.

City of Melbourne's policy for new development that will increase the number of dwellings on a site is that the future residents of those dwellings will not be entitled to on-street car parking permits. This means that residents of these new developments will not be entitled to park in resident parking places on the street.

Council partners with car-share companies to provide on-street car spaces for car sharing and it is anticipated that as the area grows there will be a viable market for car-sharing.

Heritage

Summary of submissions

Submitters say the industrial and residential heritage must be protected via planning controls before any land is rezoned so the opportunity is not lost or left to the discretion of the developer. An example is the Younghusband Building, which is of State historic and cultural significance.

Development, they say, is a threat to the ambience and fabric of the heritage area. They say the amendment ignores Kensington's history and heritage. Kensington has a long history of coexisting residential and industrial uses and there is a rejuvenation of space currently happening with small workshops next to new 2-3 storey apartments. They say the amendment proposes a framework for land use change and growth in Kensington the scale, height and density of which is out of character with the neighbourhood.

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

Response

Both the Arden Macaulay Structure Plan and Amendment C190 recognise the importance of heritage to the character of the area.

The Structure Plan includes an action to investigate additional buildings for inclusion in heritage overlay to protect Arden-Macaulay's industrial heritage. This action has commenced. A heritage review has been completed and is now being implemented in the Melbourne Planning Scheme as Amendments C206/C207. On Council's request the Minister for Planning has authorised exhibition of C206/207 which is scheduled to commence 9 May 2012.

An additional heritage review of the part of Kensington directly west of the site is currently underway. This is an area that was formerly in the City of Monee Valley and for which buildings were not afforded the same heritage protection as in the City of Melbourne.

To ensure that new buildings do not undermine the heritage values of a site, the following requirement is included in amendment C190:

When new developments adjoin heritage buildings located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.

Public consultation

Summary of submissions

Some submitters believe that the consultation process has not been sufficient and that given the complexity of the proposals, the impact needs to be simplified and explained in layman's terms with multiple opportunities for consultation and explanation

They say more consultation is needed for the community to discuss all aspects including, but not limited to: building heights; open space; parking requirements for developments; community needs eg. schools, care, library, sports/recreation; traffic; transport eg. train/ bus; and, shops. These aspects need to be discussed and outlined in the overall plan regardless of whether Council has direct control of them or not.

The submitters request deferral of the Amendment to allow for further consultation on the issues with residents.

Response

Amendment C190 implements the land use and built form proposals in the Arden Macaulay Structure Plan which are set out in detail. The Structure Plan was subject to a comprehensive and fulsome public consultation and both the land use and built form proposals in the Structure Plan were amended in response to comments prior to it being adopted by Council. Consultation included all aspects of the structure plan including land use, building heights; open space; parking requirements for developments; community needs, traffic and public transport.

Similarly, Amendment C190 is subject to a comprehensive program of public consultation. The public exhibition of the amendment included two public meetings at which the Amendment was explained, as well as the opportunity for one-on-one discussions and explanations by Council officers. The Amendment has been amended in response to submissions (refer to Attachments 2 and 4 to the report) and in the next stage of the amendment process the Minister for Planning will appoint an independent panel from Panels Victoria who will invite all submitters to present their submissions in person to the panel. Whether submitters take up this opportunity or not, the panel will consider all submissions. The panel's proceedings are open to the public and are conducted to make them accessible to the ordinary person. The panel will provide advice to Council which will be taken into account when Council considers making final changes to the amendment.

Permeability/connectivity

Summary of submissions

Submitters say there is a need for greater permeability/connectivity, including pedestrian permeability within the area and within existing residential neighbourhoods and in links to Moonee Ponds Creek.

Response

The Arden-Macaulay Structure Plan identifies the need to improve the neighbourhood walkability by introducing a fine-grain network of laneways and other through connections, integrated with the pattern of development of adjacent areas and maximising permeability for pedestrian movement whilst also providing vehicular and service access to developments. The Structure Plan lists the criteria against which the location of new through connections were determined and the characteristics against which the design and role of these through connections were determined. The proposed Design and Development Overlay 60 (DDO60) in C190 implements the Structure Plan's recommendations by identifying the location and required design of new through-connections.

Scale, bulk and density

Summary of submissions

Some submitters oppose the discretionary nature of the height controls and would like to see these heights being made mandatory. They feel that 6 stories (and most likely 8 given the discretion) is too high in already established residential areas of Kensington. They say there is no detail on how the discretionary heights of an additional 30% will be handled.

The proposed 20m and 30m heights, they say, are excessive and out of context with established Kensington neighbourhood. They oppose uniform height limits over wide areas. A more appropriate approach they say would be buildings with a variety of heights, varied street set-backs and other measures to produce an articulated and interesting built form.

The heights, they say, will create a 'canyon' effect along Macaulay Road and Stubbs Street and detrimentally impact on properties at the boundary of C190. They say the proposed heights are inconsistent with the heritage buildings and streetscapes including industrial buildings.

Some submitters oppose mandatory planning controls because they limit flexibility needed for good design.

Response

The City Of Melbourne's Municipal Strategic Statement (MSS) seeks to accommodate long term worker and residential growth in urban renewal areas rather than in established residential areas where it seeks to largely maintain the existing residential character. Amendment C190 is based on this principle in the MSS.

In urban renewal areas development densities will be higher and will create compact walkable environments. This will generate sustainable communities that occupy less land and are within walking distance of good community and retail services, open space and public transport. A building height of 20m is generally proposed because:

- It will create sunny, tree lined streets;

- It is generally in keeping with existing development in the precinct; and
- It can be easily modified at sensitive interfaces with existing residential development so that it does not affect the amenity of nearby dwellings.

The approach to determining heights in the C190 area has been localised, that is, each precinct has been reviewed in relation to its specific context, lot structure and abutting roads. Heights are performance-based to protect the amenity of adjoining low scale residential areas and create safe and well scaled streets with sunlight and open sky views. This is particularly nuanced west of Stubbs Street where there are a variety of different circumstances and where the line between the C190 area and existing residential development is not as distinct as to the east. In assessing development proposals, the proposed new DDO60 (which sets the building envelope) and the existing Urban Design outside the Capital City Zone policy will be used. The former will set the building envelope to manage overshadowing and visual bulk. The latter will be used to manage issues related to the specific context and appearance of the building.

The proposed height controls will ensure that new development does not overshadow existing or proposed public open spaces between the hours of 11am and 2pm at the equinox (in accordance with the City of Melbourne's Sunlight to Public Places policy).

Mandatory and discretionary heights

The proposed overall building heights are proposed to be mandatory in that a permit cannot be granted to increase the heights by more than 30% of the preferred maximum building heights nominated in the table in DDO60. Any increase above the nominated preferred height must be visually recessive and must not increase shadowing above that of the preferred height.

As C190 will enable infill development on a large scale the contextual issues are important. It is for this reason that height limits should be set. The proposed heights are generous and provide an envelope in which it is easy to create exemplary buildings. Management recommends changes to the proposed DDO60 to ensure that its requirements (in text and in the diagrams) are clear and that the discretionary/mandatory nature of the requirements are also well understood.

Zero setbacks at street level

C190 aims to create "great" streets where the buildings make a positive streetscape for the people and so that the people in the buildings are close to the street which makes streets feel safer and more engaging. Zero metre setbacks at ground floor level and the design guidelines in C190 which promote multiple entries and window facing the street will help provide this outcome.

Proposed Business 3 Zone

Summary of submissions

A number of submitters request the area proposed to be rezoned to 'Business 3 Zone' be rezoned instead to a 'Mixed Use Zone'. They believe that this zoning would better reflect the type of use that currently exists in the area which they say is predominately residential and that these existing uses have had no adverse effects on the operations of Allied Mills and other commercial businesses.

Response

The proposed zoning is in accordance with Council's adopted new MSS and the need to protect existing industry particularly, Allied Mills from encroachment by residential uses which are sensitive to the impacts of industrial operations.

Post exhibition changes:

Blue – additional text

Red – deleted text

--/201-
C190

SCHEDULE 60 TO THE DESIGN AND DEVELOPMENT OVERLAY

Shown on the planning scheme map as **DDO60**

Arden-Macaulay Area, Kensington and North Melbourne

1.0 Design objectives

--/201-
C190

- To ensure the preferred character of Arden Macaulay develops as a compact, high density, mid-rise, walkable and high amenity neighbourhood.
- To provide for mid-rise 6 – 12 storey development, stepping down at the interface with the low scale surrounding established residential neighbourhoods.
- To ensure the scale, height and setbacks of new buildings at the interface with the surrounding established residential neighbourhoods is compatible with the scale, amenity and context of these areas.
- To create urban streetscapes within the area that are defined by a generally consistent plane of building facades that collectively enclose the sides of the streetscapes whilst allowing good levels of daylight and sunlight to penetrate to the streets and to lower building levels.
- To ensure buildings align to the street ~~pattern~~edge.
- To deliver a fine grain of built form creating architectural variety and interest along streets by encouraging buildings with wide street frontages to be broken into smaller vertical sections.
- To create streetscapes that have a high level of pedestrian comfort in terms of their scale, access to sunlight, daylight and sky views.
- To provide shelter for pedestrians on primary streets from the rain, wind and sun without causing detriment to building or streetscape integrity.
- To ensure new development respects the character, form, massing and scale of adjoining heritage buildings and places.
- To improve the neighbourhood walkability by introducing a fine-grain network of laneways/through links, which is integrated with the pattern of development of adjacent areas, maximises permeability for pedestrian movement and accommodates vehicular and service access to developments.
- ~~▪ To protect pedestrians from the elements on primary streets through the provision of shelter from rain, wind and sun, without causing detriment to building or streetscape integrity.~~
- To ensure that development provides a high level of amenity for building occupants.
- ~~▪ To ensure the collective effect of all current and future development promotes a public realm which provides a comfortable pedestrian scale, has good daylight and reasonable access to sunlight throughout the year.~~
- To create a streetscape microclimate where street trees will flourish.
- To encourage the ground floor of buildings to be designed so that they can be used for a variety of uses over time.
- To promote a visual link of the public realm with the first five levels of the building and facilitate the passive surveillance of the public realm.

2.0 Buildings and works requirements

--/201-
C190

An application must be accompanied by a site analysis and urban context report which demonstrates how the proposed building or works achieve each of the Design Objectives and Built Form Outcomes of this schedule, and any local planning policy requirements.

Building Heights and Setbacks

Buildings or works requiring a permit should be built in accordance with the built form requirements and outcomes as specified in the table to this Schedule.

A permit cannot be granted to increase the maximum height at street edge.

A permit cannot be granted to increase the preferred maximum building height by more than 30% ~~of the maximum building height specified~~. A permit can only be granted to increase the preferred maximum building height if it can be demonstrated that the development will not increase overshadowing of the public realm between 11am and 2pm at the equinox and that the upper storeys will be visually recessive when viewed from the adjoining public realm and private open space of adjoining low scale residential development.

Buildings or works at street level should be built to street edge to provide a clearly delineated and fronted public realm.

Table to Schedule 60

AREA	PREFERRED MAXIMUM BUILDING HEIGHT, MAXIMUM HEIGHT AT STREET EDGE, PREFERRED MAXIMUM HEIGHT AT SIDE AND REAR PROPERTY BOUNDARIES & PREFERRED MINIMUM SETBACKS BUILDING ENVELOPE	BUILT FORM OUTCOMES
1	<p><u>Preferred maximum building height:</u> Maximum overall building height of 30 metres</p> <p><u>Maximum street edge height:</u> Maximum height at street edge equal to the width of the street. (i.e. maximum 1:1 height to width ratio)</p> <p><u>Preferred building envelope from street:</u> should be within the 45 degree angle as shown in figure 1.</p>	<p>Deliver scale of development that provides street definition, <u>a pedestrian friendly scale;</u> and a high level of pedestrian amenity, having regard to access and appropriate access to sunlight and daylight, sky views and a pedestrian friendly scale.</p> <p>Protect the amenity of existing and future development to the south by avoiding unreasonable overlooking and overshadowing.</p>

~~Any part of a building above 30 metres must be in accordance with figures 1, 2 (Streetscape controls) and 3 (Southern boundary controls)~~

Preferred height and setbacks at southern boundary for 157

Racecourse Road:

any part of a building above 10.5 metres should have a setback of 10 metres and any part of a building above 20 metres should have a setback of 20 metres

~~Any part of a building on 157 Racecourse Road above 10.5 metres must have a setback of 10 metres from the site's southern boundary and any part of a building on 157 Racecourse Road above 20 metres must have a setback of 20 metres from the site's southern boundary.~~

2	<p>Maximum overall building height of <u>Preferred maximum building height:</u> 10.5 metres</p>	<p>Deliver a scale of development that responds appropriately to the existing context. Deliver a scale of development that complements the established low-scale residential area</p>
	<p><u>Preferred side and rear boundary height and building envelope:</u> should be within the line of sight as shown in figure 5.</p>	<p>Protects the amenity of existing residential areas to the west and north by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>
3	<p><u>Preferred maximum building height:</u> 20 metres</p>	<p>A scale of development that provides street definition as well as a pedestrian friendly scale and appropriate access to sunlight and daylight.</p>
	<p><u>Maximum street edge height:</u> equal to the width of the</p>	<p>Deliver scale of development that provides a 1:1 height to width ratio to</p>

street, except for development fronting a street separating it from existing low-scale residential development, in which case the maximum height at street edge must equal 10.5 metres.

Preferred building envelope from street: should be within the 45 degree angle as shown in figure 1, except for development fronting a street separating it from existing low-scale residential, in which case it should be within the line of sight as shown in figure 9.

~~Any part of a building above 20 metres must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary controls).~~

~~Setbacks to rear and side boundaries to be provided in accordance with figures 5 and 6 (Interface Area—Setbacks to rear boundary of existing low scale residential properties), figure 7 and 8 (Interface Area—Setbacks to side boundary of existing low scale residential properties), figure 9~~

Preferred side and rear boundary height and building envelope: should be within the line of sight as shown in figures 5, 6, 7 and 8, as applicable.~~(Interface Area—Street frontage)~~

~~provide street definition and a high level of pedestrian amenity, having regard to access to sunlight, appropriate sky views and a pedestrian friendly scale.~~

~~Setback of higher~~ Deliver a scale of development ~~Building form along~~ at the interface with established low-scale residential ~~to deliver a scale of development that responds~~ ~~appropriately to respects~~ the existing context, provides an appropriate transition in height and minimises the visual impact of upper levels.

Solar access is maintained to ground floors on western side of Thompson Street and southern side of Scarborough Place.

4	<p><u>Preferred maximum building height:</u> Maximum overall building height of 14 metres</p> <p><u>Preferred building envelope from street:</u> should be within the 45 degree angle as shown in figure 1. Any part of a building above 14 metres must be in accordance with figures 1 and 2 (Streetscape controls)</p> <p><u>Preferred side and rear boundary height and building envelope:</u> should be within the line of sight as shown in figures 7, 8 and 11, as applicable. Setbacks must be provided in accordance with figure 7 and 8 (Interface Area – Setbacks to site boundary of existing low scale residential properties) and 11 (Interface area – Little Hardiman Street)</p>	<p>Deliver a scale of development that responds appropriately to the existing context.</p> <p>Deliver scale of development that complements the established low-scale residential area.</p> <p>Protect the amenity of existing residential development south of Little Hardiman Street by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>
5	<p><u>Preferred maximum building height:</u> Maximum overall building height of 20 metres</p> <p><u>Maximum Street edge height:</u> equal to the width of the street (i.e. maximum 1:1 height to width ratio), except development along Little Hardiman Street west of Albermarle Street where maximum height at street edge must equal 4 metres and along</p>	<p>A scale of development that provides street definition as well as a pedestrian friendly scale and appropriate access to sunlight and daylight.</p> <p>Deliver scale of development that provides street definition and a high level of pedestrian amenity, including access to sunlight to ground floor, appropriate sky views and a pedestrian friendly scale.</p> <p>Protect the amenity of existing residential development south of Little Hardiman Street by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.</p>

Hardiman Street where maximum height at street edge must equal 10.5 metres.

~~Any part of a building above 14 metres must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary controls).~~

Preferred building envelope from street: should be within the 45 degree angle as shown in figure 1.

~~Setbacks must be provided in accordance with figure 7 and 8 (Interface Area – Setbacks to side boundary of existing low scale residential properties) and figure 11 (Interface area – Little Hardiman Street).~~

Preferred side and rear boundary height and building envelope: should be within the line of sight as shown in figures 7, 8, 9 and 11, as applicable.

6	<p><u>Preferred maximum building height:</u> Maximum overall building height of 20 metres</p> <p><u>Maximum street edge height:</u> equal to the width of the street (i.e. maximum 1:1 height to width ratio)</p> <p><u>Preferred building envelope from street:</u> should be within the 45 degree angle as shown</p>	<p>A scale of development that provides street definition as well as a pedestrian friendly scale and appropriate access to sunlight and daylight.</p> <p>Deliver scale of development that provides street definition and a high level of pedestrian amenity, having regard to access to sunlight, appropriate sky views and a pedestrian friendly scale.</p>
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in figure 1. ~~Any part of a building above 20 metres must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary).~~

7	<p><u>Preferred maximum building height:</u> Maximum overall building height of 20 metres.</p> <p><u>Maximum street edge height:</u> equal to the width of the street, except for development along Melrose and Alfred Streets where maximum height at street edge must equal 10.5 metres</p> <p><u>Preferred building envelope from Melrose and Alfred Streets:</u> should be within the line of sight as shown in figure 9 Setbacks must be provided in accordance with figure 9 (Interface Area—Street frontage)</p>	<p>A scale of development that provides street definition as well as a pedestrian friendly scale and appropriate access to sunlight and daylight.</p> <p>Setbacks of higher building form along Melrose Street and Alfred Street to deliver scale of development that responds to the existing context.</p>
8	<p><u>Preferred maximum building height:</u> Maximum overall building height of 14 metres</p> <p><u>Maximum street edge height:</u> equal to 10.5 metres along Melrose Street</p> <p><u>Preferred building envelope from Melrose street:</u> should be within the line of sight as shown in figure</p>	<p>Setback of higher building form along Melrose Street to deliver scale of development that responds appropriately to the existing context.</p>

	<p>9</p> <p>Setbacks must be in accordance with figure 9 (Interface Area – Street frontage)</p>	
9	<p><u>Preferred maximum building height:</u> 20 metres</p> <p>Maximum overall building height of 20 metres</p> <p><u>Maximum street edge height:</u> equal to the width of the street (i.e. maximum 1:1 height to width ratio)</p> <p><u>Preferred maximum building envelope from street:</u> should be within the 45degree angle as shown in figure 1</p> <p>Any part of a building above 20 metres must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary controls).</p>	<p>Deliver scale of development that provides street definition and a high level of pedestrian amenity, having regard to access to sunlight, appropriate sky views and a pedestrian friendly scale.</p>
10	<p><u>Preferred maximum building height:</u> Maximum overall building height of 30 metres</p> <p><u>Maximum street edge height:</u> equal to the width of the street, except for development along Shiel Street and Melrose Street where maximum height at street edge must equal 10.5 metres.</p> <p><u>Preferred building envelope from street:</u> Along Melrose Street,</p>	<p>Provide increased density in relation to surrounding development within local centres.</p> <p>Deliver scale of development that provides street definition and a very high level of pedestrian amenity suitable for a local activity centre, including access to sunlight to ground floor, sky views and a pedestrian friendly scale.</p> <p>Development does not unreasonably overshadow public open space. Setback of higher building from Melrose Street to deliver a scale of development that responds to the existing context.</p>

should be within the line of sight as shown in figure 9.

Any part of a building above 10.5 metres ~~must~~ should have a setback of 10metres from Shiel Street (including at the corner with Canning Street).

Any part of a building above 20 metres ~~must~~ should have a minimum setback of 10 metres from Boundary Road, Canning Street and Vaughan Terrace.

Except for development along Melrose Street, any part of a building above 30 metres should be within the 45degree angle as shown in figure 1. ~~Any part of a building above 30 metres must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary controls).~~

11	<p><u>Preferred maximum building height:</u> Maximum overall building height of 30 metres</p>	<p>Deliver scale of development that provides street definition and a high level of pedestrian amenity, including access to sunlight to ground floor, sky views and a pedestrian friendly scale.</p>
	<p><u>Maximum street edge height:</u> equal to the width of the street (i.e. maximum 1:1 height to width ratio), except for Shiel Street where maximum height at street edge must be equal to 10.5 metres and Haines Street where the street edge must be equal to 14 metres.</p>	<p>Setback of higher building form along the interface with established low-scale residential to deliver a scale of development that responds appropriately to the existing context, provides a transition in height and minimises the visual impact of upper levels.</p>
	<p><u>Preferred building</u></p>	

envelope from street:
should be within the
45degree angle as show in
figures 1, except for
development along Shiel
Street where it should be
within the line of sight as
shown in figure 10 and
Haines Street where any
part of building above 14
metres should have a
setback of 14 metres.

~~Setbacks to Shiel Street
must be in accordance
with figure 10 (Interface
Area—Shiel Street)~~

~~Any part of a building
above 30 metres fronting
Macaulay Road must be
in accordance with figures
1 and 2 (Streetscape
controls)~~

~~Any part of a building
above 30 metres must be
in accordance with figure
3 (Southern boundary
controls).~~

~~Any part of building
above 14 metres must
have a setback of 14
metres from Haines
Street.~~

12	<p><u>Preferred maximum building height:</u> Maximum overall building height of 20 metres.</p> <p><u>Maximum street edge height:</u> equal to the width of the street, except for Chelmsford Street east of Barrett Street where maximum height at street edge must be equal to 10.5 metres.</p>	<p>Deliver scale of development that provides street definition and a high level of pedestrian amenity, including access to sunlight to ground floor, sky views and a pedestrian friendly scale.</p> <p>Setback of higher building form along the interface with established low-scale residential to deliver a scale of development that responds appropriately to the existing context, provides a transition in height and minimises the visual impact of upper levels.</p>
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Preferred building envelope from street:
should be within the 45degree angle as shown in figure 1, except for Chelmsford Street east of Barrett Street where it should be within the line of sight as shown in figure 9

~~Any part of a building must be in accordance with figures 1 and 2 (Streetscape controls) and figure 3 (Southern boundary).~~

13	<p><u>Preferred building height:</u> Maximum overall building height of 14 metres</p>	<p>Setback of higher building form along the interface with established low-scale residential to deliver a scale of development that responds appropriately to the existing context, provides a transition in height and minimises the visual impact of upper levels.</p>
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Maximum street edge height:
equal to 10.5 metres along Chelmsford Street

Development does not unreasonably overshadow public open space.

Preferred building envelope from Chelmsford street:
should be within the line of sight as shown in figure 9

~~Setbacks must be in accordance with figure 9 (Interface Area—Street frontage).~~

All areas where new lanes are required	<p>Except at interface with established low scale residential as listed above, setbacks of new development along new through connections and existing laneways should be in accordance figures 3 and 4, as applicable.</p>	<p>Ensures new through connections and existing laneways have appropriate levels of access to daylight and sunlight.</p>
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~~Setbacks from new laneways to be in accordance with figure 4 (Laneway controls)~~

Design Requirements

Streetscape Controls: Building heights and setbacks at street frontages

Figure 1 applies to new development on properties that are not immediately adjacent to existing low scale residential properties. A maximum height at street edge is equivalent to the street width. Above this height, setbacks building envelope must be in accordance with a 45 degree angle as shown.

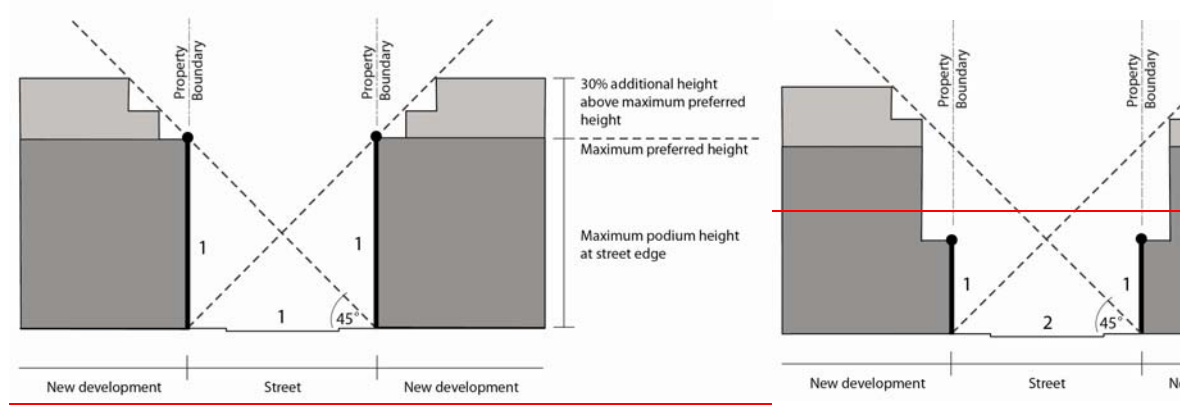


Figure 1

Figure 2 applies to new development on properties that are not immediately adjacent to existing low scale residential properties. A minimum height at street edge is equivalent to half the street width. Above this height, setbacks must be in

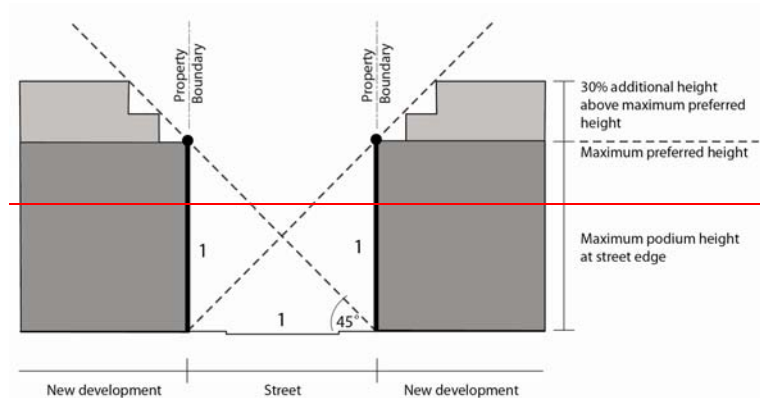


Figure 2

accordance
with a 45
degree
angle as
shown.

Southern Boundary Setbacks to new through connections and existing laneways

Figure 3 applies to new development on properties that are not immediately adjacent to existing low scale residential properties along an existing east-west laneway or where a new east-west through connection is nominated.

Above the preferred building height nominated in the table to this schedule, setbacks must be in accordance with a 52 degree angle as shown.

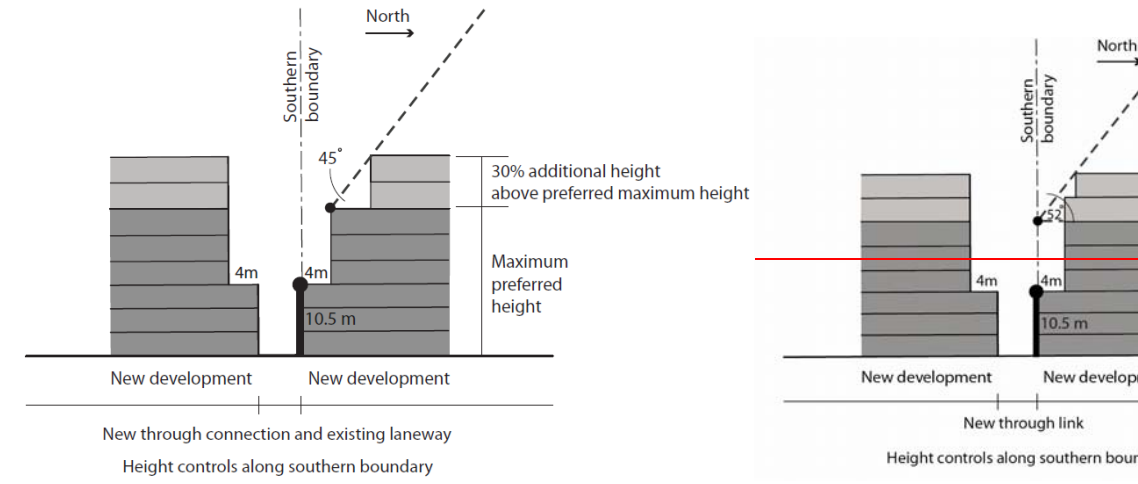


Figure 3

Setbacks to new laneways/through links connections and existing laneways

Figure 4 applies to new development on properties that are not immediately adjacent to existing low scale residential properties along an existing laneway or where a new laneway through connection link is nominated through a property

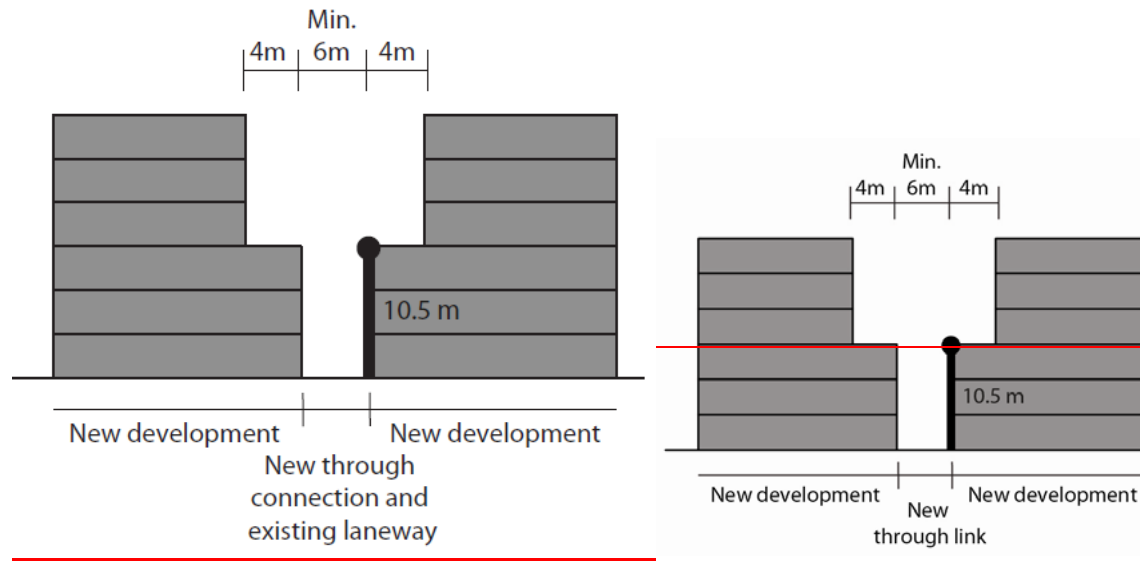


Figure 4

Residential Interface Areas

Figure 5 applies where new development abuts a laneway separating it from an existing low scale residential property's rear boundary

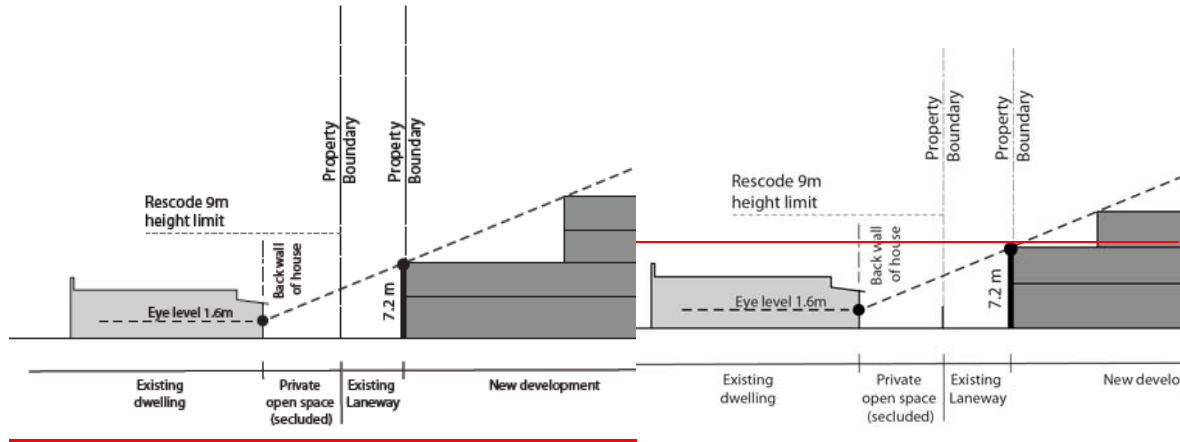


Figure 5

Figure 6 applies where new development abuts an existing low scale residential property's rear boundary

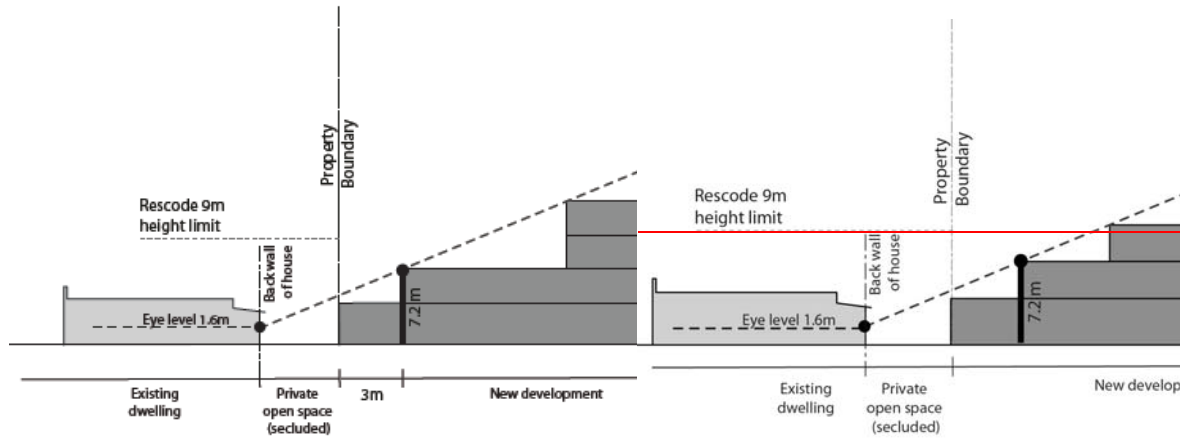


Figure 6

Figure 7 applies where new development abuts an existing residential property's side boundary

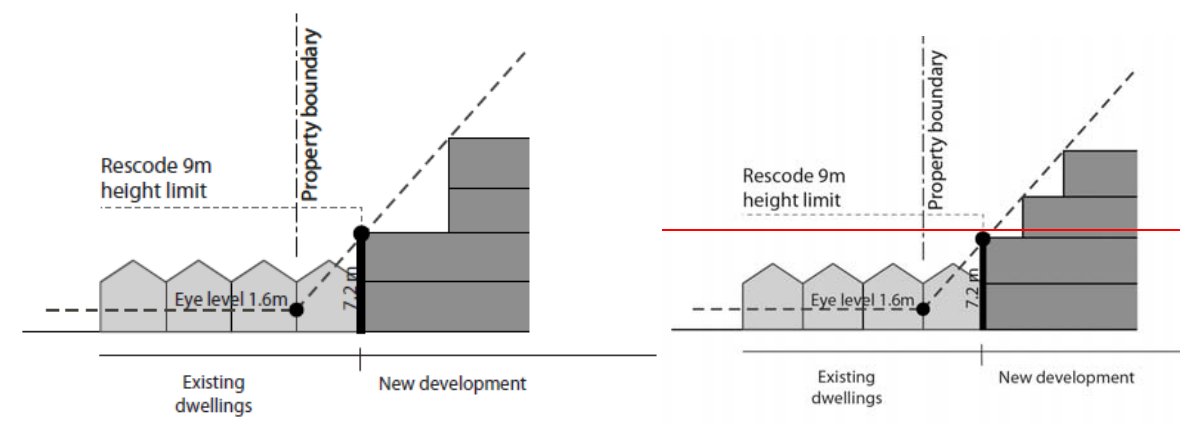


Figure 7

Figure 8 applies where new development abuts a laneway separating it from an existing residential property's side boundary

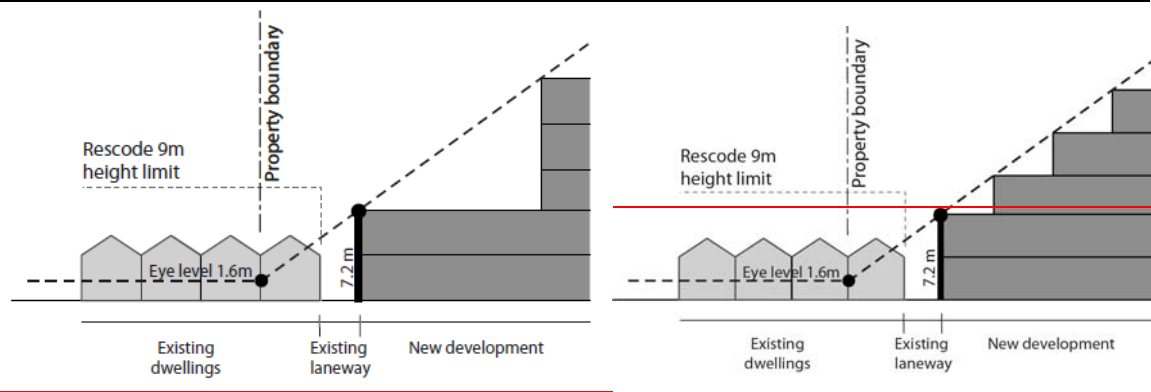


Figure 8

Figure 9 applies where new development fronts onto a street separating it from an existing low-scale residential property.

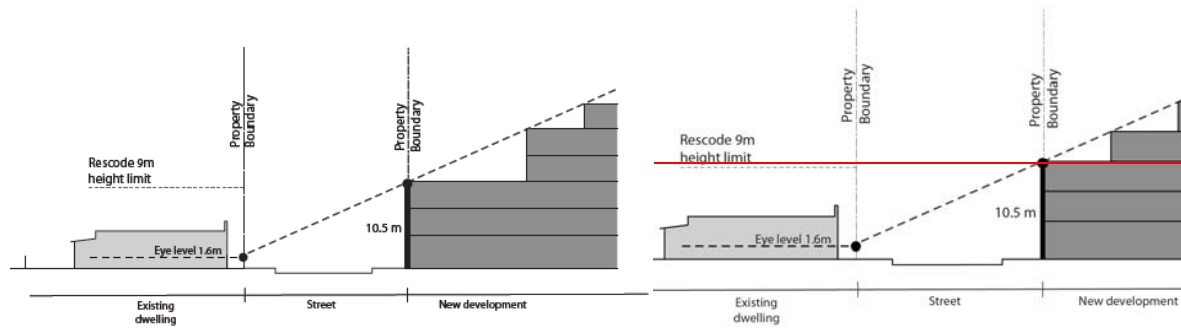


Figure 9

Figure 10
applies
where new
development
fronts onto
Shiel Street
(within Area
11)

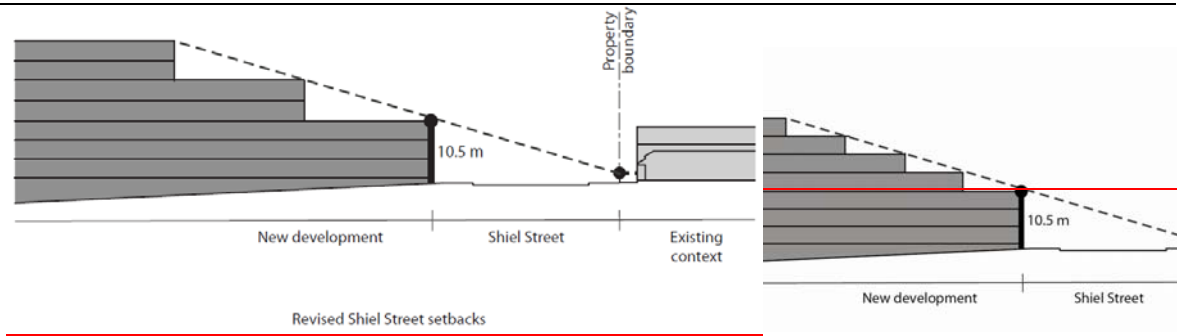


Figure 10

Figure 11
applies
where new
development
backs onto
Little
Hardiman
Street

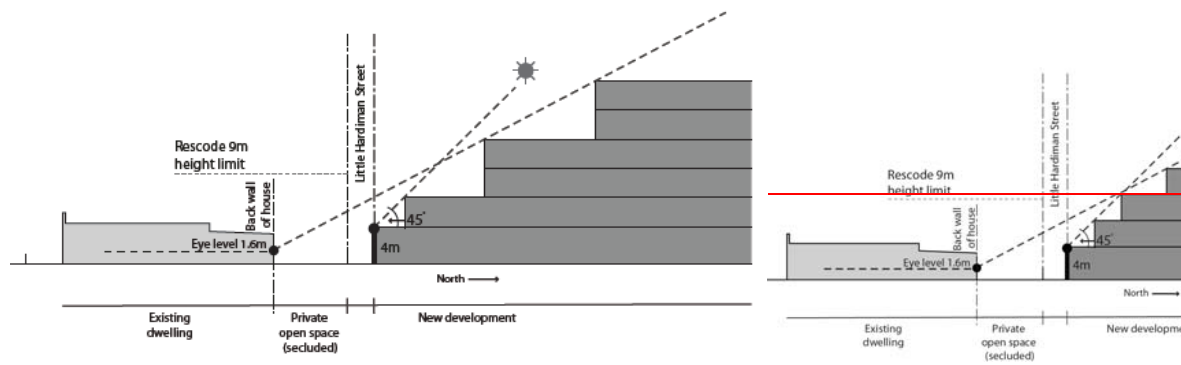


Figure 11

Active Street Frontages

The design of facades must respond to the following design standards, as appropriate:

- All visible sides of a building should be fully designed.
- Blank building walls that are visible from streets and public spaces should be avoided.
- Buildings should address both street frontages on corner sites.
- Visible service areas and other utility requirements should be treated as an integral part of the overall design and screened from public areas.
- Facades should make provision for the location of external lighting for public safety purposes and to give interest to streetscapes at night.

Buildings with ground-level street frontages to primary streets, as identified on the Map 1, must present an attractive pedestrian oriented frontage by providing:

- At least 5 metres or 80 per cent of the street frontage (whichever is the greater) as an entry or display window to a shop and/or a food and drink premises, or
- At least 5 metres or 80 per cent of the street frontage (whichever is the greater) as other uses, customer service areas and activities, which provide pedestrian interest and interaction.
- Clear glazing (security grilles must be transparent).

Buildings with ground-level street frontages to all other streets, should provide an active and physically connected street interface, for example by providing multiple entrances off the street.

The ability to establish a visual relationship between building occupants and pedestrians, and better surveillance of the street by developing the first five levels of buildings with a “casing” of dwellings or offices or other design mechanisms.

Weather Protection

A building with a road frontage to a primary street, as identified on Map 1, should provide a veranda for weather protection over the footpath unless it is demonstrated that this would cause detriment to the integrity of a heritage building or streetscape.



Map 1 – Frontages to primary streets

Façade articulation

The façade of buildings should be broken into smaller vertical sections of 4 metres to 10 metres in width.

New laneways/through connections

- Developments which are required to provide a new laneway/ through connection, as shown on Map 2, should provide laneway connections which are:
 - Safe, direct and attractive;
 - Publicly accessible;

- Aligned with other lanes or pedestrian connections to provide direct routes through Kensington;
- At least 6 metres wide, to accommodate vehicular movements (including turning into private properties), waste collection and landscaping opportunities; and
- Open to the sky.



Map 2 – New through ~~links~~ connections

3.0 Heritage

--/201-
C190

When new developments adjoin heritage buildings located in a Heritage Overlay, the design of new buildings should have regard to the height, scale, rhythm of and proportions of the heritage buildings.

4.0 No permit required

--/201-
C190

A permit is not required under this overlay for:

- Buildings and works which do not alter the height or setback of any part of an existing building.

5.0 Reference documents

--/201-
C190

- The Arden-Macaulay Structure Plan 2012

21.14 – 2 Arden-Macaulay

--/20--
C190

Arden-Macaulay is an area in transition. Since the 1880's, Arden-Macaulay has been primarily an industrial area supporting the city's economy through manufacturing and production. The profile of business activity in the area has been changing with some degree of land underutilisation given its potential in relation to its proximity to the central City.

The Melbourne Metro ~~railway~~ and Arden station project to be located between Citylink and Laurens Street will lead to major change east of the Moonee Ponds Creek.

The Arden-Macaulay Structure Plan 2012 ~~has been prepared and adopted by the City of Melbourne and will be implemented into the planning scheme via a planning scheme amendment. The directions of this plan for this local area are still to be inserted into the planning scheme.~~

~~Planning controls will~~ addresses the interface between on-going industrial and residential areas, and the interface between new development and existing residential areas and large manufacturing industry will be protected from sensitive uses by a land use buffer of non-residential development and/ or non-sensitive land uses (depicted within Figure 10 as "Commercial and Industrial Buffer"). ~~The new planning controls will be introduced in two stages.~~

The implementation of the Structure Plan will occur in two stages, the first of which involves the area generally north of Macaulay Road/Canning Street and south of Chelmsford Street (Stage 1 on Figure 10). The area generally south of Macaulay Road and east of the Moonee Ponds Creek (Stage 2 on Figure 10) will be considered for urban renewal in conjunction with the planning of the Melbourne Metro.

Housing

- Encourage the provision of a diverse range of residential accommodation options.
- Promote the retention and refurbishment of the existing public housing estate.
- Support the retention of existing levels of social housing.
- Support the provision of affordable housing.
- Support the development of Precinct 1 on Figure 10 as a mixed use area with a focus on residential and complementary uses.
- Ensure land use and development in the vicinity of the industrial area on and around Laurens Street does not adversely affect the viability of industries within the area. New residential developments and other noise sensitive uses in the vicinity of the Laurens Street industrial area should attenuate for noise. Existing industries should also move towards environmentally responsible operation.
- Ensure development in the residentially zoned area of Kensington maintains its generally low scale nature of heritage streetscapes and buildings (Precinct 6 on Figure 10).

Economic Development

- Support the development of a local activity hub for retailing and complementary commercial, entertainment and community uses along Macaulay Road, between Kensington station and Melrose Street in the east (Precinct 2 on Figure 10).
- Support the extension of the local activity corridor along Racecourse Road west of the Moonee Ponds Creek (Precinct 3 on Figure 10).

- Support the establishment of a commercial centre on Racecourse Road near the Flemington Bridge station (Precinct 4 on Figure 10).
- Support the on-going operation of large manufacturing industry in Elizabeth Street.
- Provide a buffer between the existing industrial use on the Allied Mills site and new residential uses to the east, and existing residential uses to the north (Precinct 5 on Figure 10).
- Support commercial and industrial uses generally south of Chelmsford Street, north of Arden Street and west of Barrett Street (Precinct 5 on Figure 10),
- Support the provision of creative and cultural uses throughout Arden-Macaulay.

Built Environment and Heritage

- Ensure all new development creates a high quality pedestrian environment and positively enhances the public realm.
- Ensure new development respects the character of adjacent low scale established residential neighbourhoods.
- Encourage the re-use of heritage buildings.
- Ensure new development adjacent to heritage precincts and buildings is respectful of the heritage place.
- Ensure development in the residentially zoned area of Kensington maintains its generally low scale nature of heritage streetscapes and buildings.
- Support medium density development across the area.
- Encourage the provision of weather protection along Racecourse Road and Macaulay Road.

Transport

- Support the delivery of the proposed Melbourne Metro Station at Arden Central.
- Support pedestrian, cyclist and public transport amenity and access over private motor vehicle use.
- Encourage the expansion and development of the laneway network to increase permeability,
- Strengthen pedestrian and bicycle connections to public transport nodes and to the surrounding neighbourhoods of Flemington, Kensington, North Melbourne and E-Gate.

Infrastructure

- Support the revitalization of the Moonee Ponds Creek and adjacent land as a recreational and environmental corridor.
- Support the provision of community facilities within the new local activity centre along Macaulay Road east and Canning Street (Precinct 2 on Figure 10).
- Support a community hub at Langford Street.
- Support the upgrade and consolidation of existing community facilities at the Hotham Hub Children's Centre, the North Melbourne Community Centre and the Jean McKendry Neighbourhood Centre.
- Support the provision of a new primary school.

Figure 10: Arden-Macaulay

