

Notice of Motion, Cr Leppert: Maribyrnong waterfront strategic planning

Motion

1. That the Future Melbourne Committee requests that management:
 - 1.1. Consider the opportunities and need for Maribyrnong waterfront structure planning or master planning (in the potential study area identified in the notice), noting:
 - 1.1.1. Opportunities to greatly improve public access to the waterfront;
 - 1.1.2. Likely increases in development interest and pressures on privately owned land either side of Kensington Road following the West Melbourne Waterfront rezoning precedent; and
 - 1.1.3. Changes to the area brought about by State Government major transport projects;
 - 1.2. Make recommendations to Councillors in advance of the 2018-19 Annual Plan and Budget process as to what if any strategic planning projects should be commissioned for 2018-19.

Background

The Melbourne Planning Scheme (clause 21.04) identifies privately owned land either side of Kensington Road, between Dynon Road and the Footscray railway line as a “potential urban renewal area” (part of the ‘Dynon’ precinct).

Recently, Council adopted planning scheme amendment C221 (West Melbourne Waterfront), rezoning the land at 160-232 Kensington Rd and requiring a Development Plan Overlay, at the request of the land owner.

Precedent for urban renewal in the area has thus been established, and it is appropriate for Council to understand the needs and opportunities for further urban renewal in the area.

This motion seeks to take a proactive and integrated approach to potential strategic planning of the area, rather than respond to private requests for land rezoning on a case-by-case basis, so as to ensure that public realm and service delivery planning is predictable and comprehensive.

The motion also seeks to take advantage of other opportunities for good planning outcomes in the area:

1. Master planning of the Maribyrnong River waterfront. Maribyrnong City Council has plans in place for its side of the river (notably the Joseph Rd precinct public realm plan and the Footscray Park Masterplan) and it is appropriate that we develop similar plans for the Melbourne City Council side;
2. Formalising and improving public access to the north bank of the Maribyrnong River where it abuts Victorian Racing Club land. Former development proposals for the Flemington Racecourse (notably the Flemington Racecourse Flood Wall Landscape Concept Plan, 2003) envisaged improved public access to the north bank and a landscaped recreation corridor;
3. Any necessary measures to avoid urban blight between the two proposed major transport projects, Metro Rail and West Gate Tunnel;
4. The ability to make use of new flood impact data generated by Melbourne Water; and
5. Opportunities arising from discussions held by the Melbourne Water-led Maribyrnong Catchment Collaborations workshops.

Potential Study Area



Moved: Cr Leppert

Seconded: Cr Reece