
Name: * Paul McAlpine

Email address: * mc.panda@bigpond.com

Contact phone number (optional): 0408300089

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: Planning permit application: TP-2018-360 – 369 to 399 Macaulay Rd

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

In addition to my objection lodged – 19/8/2018

which I rely on and should be read in addition to below but included the following objections –

In excess of DDO PREFERRED height ie 8 instead of 6 floors with completely insufficient justification.

Reduced parking from the regulated 116 to 72.

Based on the revised plans received last week I further submit –

The new plan now seeks an even further reduction in parking to 52 this is less than half the regulated 116. Further they have NOT changed their original justification for this further decrease but rely on their already inadequate application.

The new plan appears to no longer include the 'Assemble' initiative. In the event the applicant still intends to rely on this to justify their plan I submit it is an untested idea that could be applied in any development ie at or under the preferred DDO heights and should not have been or be relied on to justify any increase in the preferred DDO height in

this case 6 floors NOT 8.

This proposal if approved will completely dominate the existing resident neighbours of this proposed building which consist of 120 single fronted single storey homes, 5 double story townhouses and 6 three storey warehouse conversions, it's approval would not be fair, balanced or appropriate.

The new plan has done nothing to justify ANY height increase and their application should not be approved.

Please indicate No
whether you
would like to
address the Future
Melbourne
Committee or the
Submissions
(Section 223)
Committee in
support of your
submission:

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

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

*

Name: * Peter Sweeney

Email address: * psweeney101@bigpond.com

Contact phone number (optional): 0419386340

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: TP-2018-360 (399 Macaulay Rd, Kensington)

*

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PLANNING PERMIT APPLICATION: TP-2018-360

"Written submission for Council's Future Melbourne Committee meeting 13/11/18 at 5.30pm

Lodged via Council website at 7.30am 7/11/2018:

In addition to my objection lodged (Peter Sweeney)- 20/8/2018 and attached to this submission, which I rely on and should be read in addition to below but included the following objections -

In excess of DDO PREFERRED height ie 8 instead of 6 floors with completely insufficient justification.

Reduced parking from the regulated 116 to 72.

Based on the revised plans received last week I further submit –

The new plan now seeks an EVAN FURTHER REDUCTION in parking to 52! this is less than half the regulated 116. Further they have NOT changed their original justification for this further decrease but rely on their already inadequate application.

The new plan appears to no longer include the 'Assemble' initiative. In the event the applicant still intends to rely on this to justify their plan I submit it is an untested idea that could be applied in any development ie at or under the preferred DDO heights and should not have been or be relied on to justify any increase in the preferred DDO height in this case 6 floors NOT 8.

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The new plan has done nothing to justify ANY height increase and their application should not be approved."

IN SUMMARY

I strongly oppose this proposed development of an 8 storey (73 Unit) plus retail space over 150M mixed use building on the land located at 369–391 Macaulay Rd, Kensington, VIC, and 393–399 Macaulay Rd, Kensington, Vic, 3031

The application is not consistent with the purpose of the Mixed Use Zone, the objectives of Environmental Audit Overlay, land Subject to Inundation Overlay and relevant State and Local Planning Policies of the Melbourne Planning Scheme.

The maximum height/storeys of the proposed building is 29.96M (Eight Storeys), way exceeding the preferred maximum of 20M (6 storeys) within DDO63.

The applicant has not produced evidence of any one of the 5 requirements to exceed the preferred maximum height and storeys (6).

Further, of all the existing builds in all of this area West of the Creek and freeway, including all the approved

developments, NONE of them exceed 6 storeys, including the larger development on the corner of Macaulay Rd and Bent St .

To allow a build exceeding the preferred height without a demonstrable benefit to the broader community would again make a mockery of the limitations.

Sighting the proposed plans, there are many items that would need addressing.

Some, but definitely not all observations include having the entrance to the underground carpark in Albermarle St, numerous overlooking issues including balconies and community room window in the south west corner and central western observation balconies. As it is as a long term resident, at night I can see the domestic goings on of residents in the 5 story complex on the corner of Hardiman St and Bent St, and that building is at least 5 times the distance that this proposed complex will be.

The building would result in unreasonable amenity impacts on nearby properties.

The use of the land for retail premises is not consistent with the nature of land use along this section of Albermarle St. Albermarle St and Hardiman St, are basically a residential precinct.

For the reasons discussed within this objection, I respectfully request that Council does NOT grant a Planning Permit for the proposed development.

Please, we are proud to live in leafy Kensington with a strong community ethos and superb village atmosphere, please don't allow such a hideous 8 storey eyesore loom over our family homes in the surrounding areas.

Yours faithfully,

Peter Sweeney

43 Albermarle St, Kensington, VIC, 3031

MY ORIGINAL OBJECTION:

The Business Support Team,

Planning and Building

City of Melbourne, 3000

Attention: Ashley Treloar 19/8/2018

RE: OBJECTION – Planning Permit Application: TP-2018-360

Dear Ashley and support team,

I wish to strongly object to the construction of the proposed multi storey (8 level – 73 Unit dwellings) residential building, including Shop (greater than 150m2) premises and reduction to car parking, proposed in the abovementioned Planning Permit Application for 369–391 Macaulay Rd, Kensington, VIC, and 393–399 Macaulay Rd, Kensington, Vic, 3031

OBJECTIONS :

After reading the above application countless times and also carefully studying the Arden–Macaulay Structure Plan 2012, the Melbourne Planning Scheme Amendment C190 / Panel Report and the proposed DDO63 and living at 43 Albermarle Street, Kensington for some 17 years, I must strongly object the above application for the following reasons.

1. KENSINGTON IMMEDIATE AREA OVERVIEW :

Kensington is a small ‘village like’ suburb, especially in the immediate vicinity of this proposal, and all proposals need to be carefully considered to avoid ruining the character of the area. The proposed dwelling is totally out of character for Kensington and would impact the neighbourhood in an incredibly negative way.

This residential area has a strong community atmosphere and heritage village feel, where we all know by sight if not personally who our neighbours are. We look out for our neighbours and have a resident Christmas party / gatherings in the street each year.

2. HEIGHT AND MASS :

4.2.2 Local Planning Policies

- Clause 22.17 (Urban Design outside the Capital City Zone) seeks to ensure that new development adds to the overall quality of the urban environment and create a new and equally attractive environment when the built form change is substantial. The key objectives of this clause are:

- To ensure that the scale, siting, massing and bulk of development complements the scale, siting, massing and bulk of adjoining and nearby built form.

This proposal is the exact opposite of the above objective, it would stand out like a mountainous eyesore, not fitting in at all with our heritage village.

As can be plainly seen, our local immediate area has a built form of between single story houses up to 3 levels of approximately 10.5 metres height.

All overlooking issues into homes and private open spaces have been addressed in our local area.

The same cannot be said regarding this proposed 8 story monstrosity.

I could however see a carefully thought out and 4-6 level complex working on the proposed site.

DESIGN AND DEVELOPMENT OVERLAY:

KEY ELEMENTS OF THIS OVERLAY ARE:

The application references the panel report for Amendment C190 to the Melbourne Planning Scheme. Having reviewed this document I do not feel the application considers many of the key Design and Development Overlays (DDO) that,

‘require lower building heights near existing low rise neighbourhoods’.

The height elevations show an overall height of approx 29.96M! This is nearly 10M higher than the preferred maximum building height of 20M (6 Storeys) There are no other buildings within the neighbourhood that come close to this and as such it is clearly not in keeping with the immediate area.

ALSO,

‘allow different building heights in different parts of the Arden - Macaulay’

I couldn't agree more that there should be a mixture of different building heights in the Arden - Macaulay area and there are many light commercial large sites that lend themselves to future development based around green spaces and infrastructure, these areas are predominantly east of the freeway, BUT not in our particular well established residential neighbourhood.

Design Objectives as per DDO 63

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

This is NOT a large site AND does NOT interface with the low scale surrounding established residential neighbourhood.

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

This proposed development has made NO allowances for our low scale surrounding established residential neighbourhood.

- To ensure the height and setback of new development at the interface with existing residential neighbourhoods is compatible with the amenity of these areas.

This is why a maximum of 3–4 storeys should be accepted. It would fit in with our existing 1–3 storey residential neighbourhood.

- To create urban streetscapes that are defined by a generally consistent plane of building facades that enclose streets but allow daylight and sunlight to penetrate to the streets and to lower building levels.

This has not taken into consideration for our neighbouring Private Open Spaces.

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

The scale and context of Hardiman Street and Albermarle Street is single fronted single level houses up to 3 storey town houses.

- To ensure buildings align to the street edge.

Yes, all current building in Hardiman St and Albermarle St align to the street edge.

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

Yes, currently all built form above the street wall are visually recessive and do not contribute to visual bulk.

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

places.

This proposed application ensures NONE of the above.

The aims for this area are:

- Deliver a scale of development that provides street definition and a pedestrian friendly scale

This proposal would destroy the street definition.

- Deliver a scale of development that provides appropriate access to sunlight and daylight.

If this development went ahead there would be an inappropriate access to sunlight and daylight.

- Protect the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.

This proposal DESTROYS the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.

3. BUILT FORM OUTCOMES :

4. TRAFFIC AND PARKING :

Currently traffic along Macaulay Rd is at a standstill during peak hour. With the addition of 75 dwellings this will only exacerbate the issue creating a massive increase in both congestion and pollution.

The proposal nominates 72 resident car parking spaces (3.7.2). Based on the proposed 73 dwellings it would be expected that there would be significantly more than 72 cars for the residents plus varying numbers of visitors.

The current parking situation around this area is already a significant issue. It is common that parking in the surrounding streets is not available close to my house.

This proposal will considerably increase the number of cars parking on the streets worsening the already unacceptable issue.

Also, the entrance to this buildings carparking will be from Albermarle St, which will become dangerous and unworkable with the garages that are already in the laneway, Plus this proposal for 72 cars and a potential other 35-40 cars from the proposed adjoining site to the south!

5. PUBLIC TRANSPORT :

Public transport at Kensington/Macaulay train stations is stretched to its limits in peak times as it is. Adding another 73 apartments to the mix is pure madness.

I also wonder how any of the residents who live in surrounding streets hope to park their own cars within a reasonable distance to their homes if the extra cars associated with this development are added?

Even taking into consideration car stackers - with less than 1 allocated parking spot per apartment there will undoubtedly be overflow.

As it is, commuters using the trains and workplaces on Macaulay and Hardiman Streets park all day in Albermarle Street making it almost impossible to find parking near my home.

6. RETAIL PREMISES

7. GREENSPACE:

Objective 6.5 notes the requirement to provide greenery within open spaces. The application notes that the building covers 100% of the site.

This therefore gives no consideration to improving the green spaces of Melbourne and is noncompliant with the objective.

8. INUNDATION OVERLAY

I MAKE MENTION THAT AT LEAST TWICE THE ONLY RESIDENCE THAT HAS BASEMENT CAR PARKING HAS FLOODED AND THAT THE PROPOSED SITE IS IN A FLOOD ZONE

IN SUMMARY

I strongly oppose this proposed development of an 8 storey (73 Unit) plus retail space over 150M mixed use building on the land located at 369–391 Macaulay Rd, Kensington, VIC, and 393–399 Macaulay Rd, Kensington, Vic, 3031

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The applicant has not produced evidence of any one of the 5 requirements to exceed the preferred maximum height and storeys (6).

Further, of all the existing builds in all of this area West of the Creek and freeway, including all the approved developments, NONE of them exceed 6 storeys, including the larger development on the corner of Macaulay Rd and Bent St .

To allow a build exceeding the preferred height without a demonstrable benefit to the broader community would again make a mockery of the limitations.

Sighting the proposed plans, there are many items that would need addressing.

Some, but definitely not all observations include having the entrance to the underground carpark in Albermarle St, numerous overlooking issues including balconies and community room window in the south west corner and central western observation balconies. As it is as a long term resident, at night I can see the domestic goings on of residents in the 5 story complex on the corner of Hardiman St and Bent St, and that building is at least 5 times the distance that this proposed complex will be.

The building would result in unreasonable amenity impacts on nearby properties.

The use of the land for retail premises is not consistent with the nature of land use along this section of Albermarle St. Albermarle St and Hardiman St, are basically a residential precinct.

For the reasons discussed within this objection, I respectfully request that Council does NOT grant a Planning Permit for the proposed development.

Please, we are proud to live in leafy Kensington with a strong community ethos and superb village atmosphere, please don't allow such a hideous 8 storey eyesore loom over our family homes in the surrounding areas.

Yours faithfully,

Peter Sweeney

43 Albermarle St, Kensington, VIC, 3031

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



[future_melbourne_council_meeting_objection_1112018.docx](#) 25.97 KB · DOCX

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: No

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

Privacy

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

acknowledgement:

*

Name: * Belinda Sweeney

Email address: * belindasweeney101@yahoo.com.au

Contact phone number (optional): 0417000046

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: TP-2018-360 (399 macaulay rd, Kensington)

*

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To be read in conjunction with my original objection below.

It appears that the proposed developers have taken none of the many relevant points raised by the many objectors raised in the first proposal BUT in fact have now even requested a further reduction in car parking spaces.

I respectfully request that the Future Melbourne committee see fit to exercise some common sense into this proposal and limit the height to no more than six stories and refuse the reduction in car parking.

This proposal make a mockery of what the spirit and intent of the ARDEN -MACAULAY master plan set out to achieve.

Especially this specific area where we are right on the edge of the precinct and are surrounded by single level houses.

Please read my objection below.

yours sincerely,

Belinda Sweeney

The Business Support Team,

Planning and Building

City of Melbourne, 3000

Email- planning@melbourne.vic.gov.au

Attention: Ashley Treloar 19/8/2018

OBJECTION- Planning Permit Application: TP-2018-360

369-391 Macaulay Rd, Kensington, VIC,3031 and 393-399 Macaulay Rd, Kensington,VIC,3031

The application from the developer consists of 5 pdfs in excess of 330 pages and the council have given me just over a week to object. I have therefore limited my objection to the most obvious.

The applicant is proposing 73 residences where there currently exist on the same footprint - zero.

They propose 8 floors where my 3 storey neighbours and I will be surrounded by mostly 6 storey developments.

They propose a reduction of car parking from 116 to 72.

Whilst I accept that development surrounding my residence is inevitable and whilst I applaud the applicant for retaining the heritage listed façade of the building I am forced to object to the proposal due to the excessive height and request for car park reduction.

I have lived at 43 Albermarle Street, Kensington for 17 years. This development will be built directly opposite my house.

Kensington is a small 'village like' suburb, especially in the immediate vicinity of this proposal, and all proposals need to be carefully considered to avoid ruining the character of the area. The proposed dwelling is totally out of character for Kensington and would impact the neighbourhood in an incredibly negative way.

Currently the scale and context of Hardiman Street and Albermarle Street is single fronted single level houses up to 3 storey town houses. This residential area has a strong community atmosphere and heritage village feel.

HEIGHT:

As pointed out by the applicant the PREFERRED height as per the relevant DDO is 6 floors and the MAXIMUM height is 8. The applicant argues that for the development to exceed the preferred maximum building heights, it must demonstrate compliance with five (5) requirements of the DDO63 – they then list in a table the five requirements and how they demonstrate compliance. I have produced their table below, summarised what they claim and added a comment:

1. A demonstrable benefit to the broader community that include among others:

DDO63 Requirement Proposals Response My comment

2 Exceptional quality of design The applicant claims the retention of the heritage buildings The very clear intention of this requirement is to only allow a greater than preferred height in EXCEPTIONAL circumstances. Retaining an existing heritage listed building façade is not exceptional and in fact any developer could and should do this to any existing building.

3 A positive contribution to the quality of the public realm The applicant again claims retention of the existing building See my comment in 2 + this developer should be held to the standards of other local developers who intend to actually make a contribution eg The Wool Store who are restoring 5/6th of their entire site and only adding to the height of 1/6th of the site PLUS they have purchased an entirely separate block to create new parkland. That is 'enhancing' and 'contributing' to the public realm the applicant in this case is not.

4 High quality pedestrian links where needed The applicant concedes their proposal does not provide any additional pedestrian links. This is not a 'nice to have' this is a requirement.

5 Good solar access to the public realm The location of the Site on the south side of Macaulay Road ensures adequate solar access is provided. Importantly the opposing western footpath of Albermarle Street will continue (to) receive an excellent amount of sunlight, only partly overshadowed. This is about 'A demonstrable benefit to the broader community' – ensuring adequate – is NOT a benefit and is clearly a NEGATIVE. Partly overshadowed again is NOT a benefit and is clearly a NEGATIVE. Also see comment 4.

It is my submission the applicant has not produced evidence of any one of the five requirements and the preferred building height of the DDO should be maintained at 6. Further, of all the existing builds in this area west of the creek,

including all the approved developments, NONE of them exceed 6 storeys including the larger development on the corner of Stubbs St and Macaulay Rd. To allow a build to exceed the preferred height without proper evidence of a demonstrable benefit to the broader community would make a mockery of the limitations.

SCHEDULE 63 TO CLAUSE 43.02 DESIGN AND DEVELOPMENT OVERLAY of the DDO includes at Table 2 the Built form outcomes for this area:

Area Built Form Outcomes

- Deliver a scale of development that provides street definition and a pedestrian friendly scale.
- Deliver a scale of development that provides appropriate access to sunlight and daylight.
- Protect the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.

As an example of where these outcomes are not being met, I refer you to the applicant's diagram TP4-101 in item 3 of the application which has an exterior balcony from an area described as a 'communal room' on the 8th level that directly overlooks my deck and top floor, including straight views into bedrooms, and that of my neighbours – this is in clear violation of the built form outcome detailed above.

I submit that the current application is in violation of these outcomes particularly the scale which is over and above the planning scheme and provides a diminished street definition and a decidedly unfriendly pedestrian scale. Further it does not protect but actually damages the existing residential development by creating overlooking and overshadowing of mine and my neighbours' properties. It does not reduce the visual impact of the upper levels but maximises it by not providing sufficient setbacks and by building above the PREFERRED building height. It should not be approved.

CAR PARKING:

Council current STATUTORY CONTROLS – The following clauses in the Melbourne Planning Scheme require a planning permit for the proposal:

Clause 52.06

Car Parking Pursuant to Clause 52.06-5, the car parking rate for developments of five or more dwellings is:

- 1 space to each 1 or 2 bedroom dwelling,
- 2 spaces to each 3 or more bedroom dwelling, plus
- 1 visitor space for every 5 dwellings.

The car parking rate for food and drink premises, including café is 4 spaces to each 100m² of leasable floor area.

The application is proposing to build 13 x 3 bedroom apartments, 55 x 2 bedroom apartments, 5 other bedroom apartments and a 'retail' area in excess of 400m² of leasable floor area together with the above requirements and that of the visitor parking requirements equals a requirement of 116 spaces.

In its current form the applicant requests a reduction from what I calculate as a requirement of 116 spaces to 72, a ridiculous shortfall of 44 spaces. Any agreement close to this would suggest there may as well not be any statutory controls as they are disregarded. The impact of the obvious overflow on parking in the area will be unsustainable. Visitors / tradespeople etc to current residents and existing local businesses will have nowhere to park. Adding additional residences of this large amount and allowing grossly inadequate parking numbers will make an existing issue untenable.

Even taking into consideration car stackers - with less than 1 allocated parking spot per apartment there will undoubtedly be overflow.

As it is, commuters using the trains and workplaces on Macaulay and Hardiman Streets park all day in Albermarle Street making it almost impossible to find parking near my home.

TRAFFIC:

Currently traffic along Macaulay Rd is at a standstill during peak hour. With the addition of 73 dwellings this will only exacerbate the issue creating a massive increase in both congestion and pollution.

The current parking situation around this area is already a significant issue. It is common that parking in the surrounding streets is not available close to my house.

This proposal will considerably increase the number of cars parking on the streets worsening the already unacceptable issue.

Also, the entrance to the proposed building's carpark will be from Albermarle St, which will become dangerous and unworkable with the garages and traffic already in the street and adjoining laneway. This proposal for 72 cars and potentially another 35-40 cars from the proposed adjoining site to the south will be unmanageable and considerably impact the surrounding environment.

My property abuts Little Hardiman Street, with my garage opening directly onto it at the junction of Albermarle Street and Little Hardiman Street. As I have to reverse out of my garage, it is already hazardous with cars running up the bluestone paved Little Hardiman Street to try to outrun the standstill traffic on Macaulay Rd during peak times. The 40km speed limit that is placed on Little Hardiman Street is rarely adhered to and subsequent heavy vibration from cars speeding along the bluestones has already impacted my building both structurally and with noise pollution.

IN SUMMARY

I strongly oppose the proposed development of an 8 storey (73 Unit) plus retail space on the land located at 369-391 Macaulay Rd, Kensington, VIC, and 393-399 Macaulay Rd, Kensington, Vic,3031.

The application is not consistent with the purpose of the Mixed-Use Zone, the objectives of Environmental Audit

Overlay, land Subject to Inundation Overlay and relevant State and Local Planning Policies of the Melbourne Planning Scheme.

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Belinda Sweeney

43 Albermarle St,

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Name: * illira Sweeney

Email address: * psweeney101@bigpond.com

Contact phone number (optional): 0419386340

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please see my objection below.

why are these developers unaware of the extreme consequences that they are putting on our local community with this out of character proposed 8 storey development and a ridiculous reduction in car spaces from 116 down to 54???????

The Business Support Team,

Planning and Building

City of Melbourne, 3000

Email- planning@melbourne.vic.gov.au

Attention: Ashley Treloar 20/8/2018

OBJECTION- Planning Permit Application: TP-2018-360

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They propose 8 floors where my 3 storey neighbours and I will be surrounded by mostly 6 storey developments.

They propose a reduction of car parking from 116 to 72.

Whilst I accept that development surrounding my residence is inevitable and whilst I applaud the applicant for retaining the heritage listed façade of the building I am forced to object to the proposal due to the excessive height and request for car park reduction.

My name is Illira Sweeney,I have lived at 43 Albermarle Street, Kensington for 17 years. This development will be built directly opposite my house.

Kensington is a small 'village like' suburb, especially in the immediate vicinity of this proposal, and all proposals need to be carefully considered to avoid ruining the character of the area. The proposed dwelling is totally out of character for Kensington and would impact the neighbourhood in an incredibly negative way.

Currently the scale and context of Hardiman Street and Albermarle Street is single fronted single level houses up to 3 storey town houses. This residential area has a strong community atmosphere and heritage village feel.

HEIGHT:

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- Deliver a scale of development that provides appropriate access to sunlight and daylight.
- Protect the amenity of existing residential development by avoiding overlooking and overshadowing of private open space and minimising the visual impact of upper levels.

As an example of where these outcomes are not being met, I refer you to the applicant's diagram TP4-101 in item 3 of the application which has an exterior balcony from an area described as a 'communal room' on the 8th level that directly overlooks my deck and top floor, including straight views into bedrooms, and that of my neighbours – this is

in clear violation of the built form outcome detailed above.

I submit that the current application is in violation of these outcomes particularly the scale which is over and above the planning scheme and provides a diminished street definition and a decidedly unfriendly pedestrian scale. Further it does not protect but actually damages the existing residential development by creating overlooking and overshadowing of mine and my neighbours' properties. It does not reduce the visual impact of the upper levels but maximises it by not providing sufficient setbacks and by building above the PREFERRED building height. It should not be approved.

CAR PARKING:

Council current STATUTORY CONTROLS – The following clauses in the Melbourne Planning Scheme require a planning permit for the proposal:

Clause 52.06

Car Parking Pursuant to Clause 52.06–5, the car parking rate for developments of five or more dwellings is:

- 1 space to each 1 or 2 bedroom dwelling,
- 2 spaces to each 3 or more bedroom dwelling, plus
- 1 visitor space for every 5 dwellings.

The car parking rate for food and drink premises, including café is 4 spaces to each 100m² of leasable floor area.

The application is proposing to build 13 x 3 bedroom apartments, 55 x 2 bedroom apartments, 5 other bedroom apartments and a 'retail' area in excess of 400m² of leasable floor area together with the above requirements and that of the visitor parking requirements equals a requirement of 116 spaces.

In its current form the applicant requests a reduction from what I calculate as a requirement of 116 spaces to 72, a ridiculous shortfall of 44 spaces. Any agreement close to this would suggest there may as well not be any statutory controls as they are disregarded. The impact of the obvious overflow on parking in the area will be unsustainable. Visitors / tradespeople etc to current residents and existing local businesses will have nowhere to park. Adding additional residences of this large amount and allowing grossly inadequate parking numbers will make an existing issue untenable.

Even taking into consideration car stackers – with less than 1 allocated parking spot per apartment there will undoubtedly be overflow.

As it is, commuters using the trains and workplaces on Macaulay and Hardiman Streets park all day in Albermarle Street making it almost impossible to find parking near my home.

TRAFFIC:

Currently traffic along Macaulay Rd is at a standstill during peak hour. With the addition of 73 dwellings this will only exacerbate the issue creating a massive increase in both congestion and pollution.

The current parking situation around this area is already a significant issue. It is common that parking in the surrounding streets is not available close to my house.

This proposal will considerably increase the number of cars parking on the streets worsening the already unacceptable issue.

Also, the entrance to the proposed building's carpark will be from Albermarle St, which will become dangerous and unworkable with the garages and traffic already in the street and adjoining laneway. This proposal for 72 cars and potentially another 35-40 cars from the proposed adjoining site to the south will be unmanageable and considerably impact the surrounding environment.

Our property abuts Little Hardiman Street, with my garage opening directly onto it at the junction of Albermarle Street and Little Hardiman Street. As I have to reverse out of my garage, it is already hazardous with cars running up the bluestone paved Little Hardiman Street to try to outrun the standstill traffic on Macaulay Rd during peak times. The 40km speed limit that is placed on Little Hardiman Street is rarely adhered to and subsequent heavy vibration from cars speeding along the bluestones has already impacted my building both structurally and with noise pollution. Our house actually vibrates strongly, everytime A vehicle speeds up the laneway.

IN SUMMARY

I strongly oppose the proposed development of an 8 storey (73 Unit) plus retail space on the land located at 369-391 Macaulay Rd, Kensington, VIC, and 393-399 Macaulay Rd, Kensington, Vic,3031.

The application is not consistent with the purpose of the Mixed-Use Zone, the objectives of Environmental Audit Overlay, land Subject to Inundation Overlay and relevant State and Local Planning Policies of the Melbourne Planning Scheme.

The maximum height/storeys of the proposed building is 29.96M (Eight Storeys), way exceeding the preferred maximum of 20M (6 storeys) within DDO63.

Sighting the proposed plans, there are many items that would need addressing. These include having the entrance to the underground carpark in Albermarle St; numerous overlooking issues including balconies and a communal room window in the south west corner and central western observation balconies.

The building would result in unreasonable amenity impacts on nearby properties.

The use of the land for retail premises is not consistent with the nature of land use along this section of Albermarle St. Albermarle St and Hardiman St, which is basically a residential precinct.

For the reasons discussed within this objection, I respectfully request that Council does NOT grant a Planning Permit for the proposed development.

We are proud to live in leafy Kensington with a strong community ethos and superb village atmosphere, please don't allow such a hideous 8 storey eyesore loom over our family homes.

Yours faithfully,
Illira Gisele Sweeney
43 Albermarle St,
Kensington, VIC, 3031

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submission:

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acknowledgement:

*

Name: * John Eldridge

Email address: * john.eldridge@y7mail.com

Contact phone number (optional): 0405702099

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * Planning Permit Application: TP-2018-360

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



[objection_tp2018360.docx](#) 13.49 KB · DOCX

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RE: Planning Permit Application : TP-2018-360

Dear Sir/Madam

I would like to continue my objection to the planning permit for 369-391 Macaulay Rd Kensington. My objection is to the application to reduce the car parking spaces required for this development. The reduction is not justified and the proposed model of car park allocation in this development further increases the irresponsible parking practices the city is trying to avoid.

This development appears to be the largest potential residential development they could fit on that block. Its height at 25.94 metres and eight stories is the maximum allowable height exceeding the preferable height at 20 metres and six stories. The building design is for minimum setbacks on three sides and one side to have less than the minimum setback (Little Hardiman St). With maximum number of residents that could be housed on the footprint of this land they are proposing to provide less than half the car parking places the local council requires. The developers use council data to argue that council requirements are not justified in this area. The developer does not argue that the local requirements should be changed, only they should be excluded from having to meet it. If council agrees with this application then council need to question all their conclusions regarding parking requirements.

The proposed model they have to allocate car parking spots encourages residents to park irresponsibly in the local streets. The resident's car parking is not on the apartment titles but rented out to the residents. This encourages all residents to seek parking in the street before paying rent for a car park in the building. The building car park may then become a "spill over" car park for residents who find it too difficult to park in the local streets. This condemns the local streets to be difficult to park in because the residents of this building don't want to pay the ongoing rent to park their cars in their building.

A car stacker facility is being used to further the decrease the volume of the building utilised for car parking and further increase the number of residents in the building who require a car park. Many residents find car stackers inconvenient and are not comfortable using them. Loading children, shopping and equipment can lead to frustration. Waiting for your vehicle to be able to enter or exit can also be annoying. This further encourages residents to use local area street parking rather than to pay rent for a car park in their building they find frustrating. Once again the building car park may only be utilised once it gets too difficult to find local street parking

I object to the application to reduce the amount of car parking to less than that required by the local council on the basis it is not justified according to council data and the proposed car parking model encourages the building residents not to use the building car parks. This development is proposing a maximum number of residents with less than half of the required parking they are responsible to provide.

John Eldridge

67 Hardiman St

Kensington 3031

0405702099

John.eldridge@y7mail.com

Name: * Paul Little

Email address: * little@pppartners.com.au

Contact phone number (optional): +61402033081

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * 6.1

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: Yes

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Name: * Kris Daff

Email address: * Kris@makeventures.com.au

Contact phone number (optional): 0409 133 603

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * 6.1

Please indicate whether you would like to address the Future Melbourne Committee or the Submissions (Section 223) Committee in support of your submission: Yes

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Name: * Andrea Merry

Email address: * andreamerry45@gmail.com

Contact phone number (optional): 0412469800

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: Planning Permit Application: TP-2018-360

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Further to my original objection to the proposed development TP-2018-360 which should be read in conjunction with the addition to the new objections to the revised plans.

The revised plans have addressed nothing in my original objection, only to further seek to reduce car parking spaces, on what grounds?

I am appalled to think the council are even considering approving a height of 8 floors, over the preferred height of 6

floors.

There is nothing in the area at 8 floors.

This is truly out of context to the surrounding dwellings.

This proposed development could easily work on the preferred height of 6 floors.

Part of this development fronts onto Albermarle Street, which is a residential interface.

I live directly across the road from this proposed development, being a resident who is angrily opposed to this height.

This is truly "CORPORATE GREED" also none of the privacy issues in my original objection have been addressed on the Albermarle Street front, with balconies and a communal room facing us residents.

There is no thought to the surrounding residents and neighbourhood in these plans.

I would to think the councillors are actually listening to us residents, who you act on the behalf of, as the developers are truly "NOT".

The new plan has done nothing to justify any height increase and their application should not be approved.

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Committee in
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Name: * Paul Pace

Email address: * paul.pace1@bigpond.com

Contact phone number (optional): 0417200304

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: REVISED PLANNING PERMIT APPLICATION: TP-2018-360

*

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Further to my original objection to Planning Permit Application:TP-2018-360 , i forward this objection to the revised plans to be read in conjunction of each other. The revised plans has not addressed any of my original objections, only to further seek to reduce car spaces on what justification. This proposed development is not in meeting with the PREFERRED HEIGHT OF 6 FLOORS ON THE RESIDENTIAL INTERFACE OF ALBERMARLE ST, WITH NO JUSTIFICATION FOR EIGHT FLOORS. Our surrounding neighborhood is a mixture of 1,2 and 3 level properties. This proposed development height of eight floors is truly out of context to the surrounding houses. Future developments in the area are low scale buildings of four to six levels and will not fit into the area. I live directly across the road from this development on

Albermarle st,it will completely overshadow our properties and not to mention the privacy issues it will cause to my property from there balconies and communal room. Think of how you would feel if they were go to construct a development directly across the rd from you and your family. So i ask the council to listen to us residents and appose the the corporate developers. Us residents are the community, we live here and are angrily opposed to a development of this height. So i strongly ask the council to not approve there application which does not justify a height increase in there new application..

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Name: * Francisca Araneda

Email address: * aranedaf@anz.com

Contact phone number (optional): 0434 668 518

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * Agenda Item 6.1 (TP-2018-360)

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[fmc_submission.pdf](#) 385.37 KB · PDF

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13 November 2018

Future Melbourne Committee – Agenda Item 6.1

Verbal Submission

The Kensington Association submitted a written objection to Application TP-2018-360 in August 2018.

This verbal submission will focus on two of those key concerns being height and the significantly higher reduction in car parking now being sought.

Whilst the Association applauds the Applicant’s commitment to offer 10% of the dwellings to key workers with a 20% discount applied to their rent, we believe further work is required by Council to determine what constitutes “*a demonstrable benefit to the broader community*”. There is an inherent conflict of interest if this is left to the Developers to decide.

There needs to be clear guidance from Council on what is considered appropriate so that a minimum standard or benchmark can be set that balances the scale of these development with the additional strain that will be placed on local services including schools, childcare, health services, recreational facilities and public transport.

Our other key concern is the significant reduction in car parking spaces that is now being sought. As noted in the Delegate Report, there are a number of applications currently being considered in the immediate vicinity of this development that have also requested a reduction in the standard car parking rate.

Property	Description	Parking
TP-2018-360 369-391 & 393-399 Macaulay Road	Eight storey building 73 dwellings	52 spaces proposed (shortfall of 50)
TP-2018-540 415, 417 & 421-423 Macaulay Road	Eight storey building 41 dwellings	47 spaces proposed (shortfall of 12)
TP-2017-709 347-367 Macaulay Road	Six storey building 55 dwellings	103 spaces (no shortfall)
TP-2015-1203 28-23 Albermarle Street	Six storey building 52 dwellings	55 spaces proposed (shortfall of 12)
TP-2016-1039 51-61 Hardiman Street	Six storey building 40 dwellings	44 spaces (shortfall of 12)
TP-2016-225 69 Hardiman Street	Five storey building 8 dwellings	9 spaces (shortfall of 1)

We already know from the Kensington Warehouse apartments in Bent Street, diagonally opposite on this block, that even one parking space per unit (53 units) is inadequate, with a number of street parking spaces used to supplement the 1:1 provision. It has been estimated by the Owners Corporation Committee in that building that at least one third of occupants there have more than one car, often for commuting to work via our nearby arterials (CityLink, Ballarat Road, Dynon Road etc).

When the cumulative impact of these shortfalls is considered it is clear that this will place unsustainable pressure on the limited on-street parking currently available to local residents. We echo Engineering Services and request that such a large reduction be rejected.

Kensington Association

As noted in our written objection, Macaulay Road is significant for its gateway to Kensington and as such careful consideration needs to be given to how a development of this scale, size and density respects the character, fabric and neighbourhood values of Kensington.

Name: * Tristan Davies

Email address: * melbourneheritageaction@gmail.com

Contact phone number (optional): 4353504330

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * 6.2 Planning Scheme Amendment C271 Guildford and Hardware Laneways Heritage

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Melbourne Heritage Action wishes to support this very important amendment, though we still have concerns over the decisions made at the planning panel, a panel it seems we in error received no invitation to, and thus no opportunity to challenge the assertions of Lovell Chen or objective submitters. We also understand my local residents effected by the amendment were given no notice of the Panel.

Most notably the movement of Chart House (372–378 Little Bourke St) to a non-contributory status is concerning to us. based on photographic evidence we can see no proof of the assertion that the building was heavily altered in the

1980s, it has the appearance still of an austere war era building, and it even in fact retains original shopfronts and signage from its historic association with John Donne Charts, which provide an important element of the ground level streetscape in the Hardware Lane precinct. We would like to ask for an amendment to the agenda item that Chart House be further re-considered before Ministerial decision.

Attached to this note is our objection to council including visual evidence for consideration.

Our concern extends to Melbourne House (360 Lt Bourke) not being included in the amendment at all, despite being a reasonably intact 1920's building in a contiguous streetscape. Alongside Chart House, and a lack of height limits, the development of these two sites could see the entire reason for listing Hardware Lane as a precinct nullified by two large developments overwhelming Little Bourke streets fine grain historic character, and more alarming overshadowing it's best lanes, Somerset, Niagara and Rankins.

It was also be good for the amendment documents to note that this was not a comprehensive review of the area, merely one looking at certain parameters, so that some buildings overlooked by this amendment are able to be used for reference or possible inclusion in the Hoddle Grid review or future amendments.

Thanks,

Tristan Davies

Melbourne Heritage Action

**Alternatively you
may attach your
written
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file here:**



[chart_house_mha_objection_1.doc](#) 670.50 KB · DOC

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19 September 2018

City of Melbourne
City Planning and Infrastructure,
PO Box 1603
Melbourne Vic 3001
planning@melbourne.vic.gov.au



Supported by the National Trust
P.O. Box 24198, Melbourne VIC 3001, Australia
www.melbourneheritage.org.au
melbourneheritageaction@gmail.com

Re: TP-2018-120, 372-378 Little Bourke Street Melbourne.

Melbourne Heritage Action is writing to object to this application.

We understand Council is waiting for more information, but from the small amount of information currently available, there is enough to cause great concern.

Firstly, it is unclear if this proposal retains anything of the current building, or perhaps just its facades.

Chart House was built c1940, in an unusually modernist style. It does not currently have an HO, but has been recommended for one as part of C271 as part of the Guildford / Hardware Lane heritage precinct. That study has oddly stated that the side laneway wall should be 'Contributory' but that the main façade should be Non-Contributory because it has 'been altered'.

However, we do not believe that this is not the case. The evidence for this alteration is from a blurry photo, said to indicate an additional floor – however it is clear the same height as the adjacent building in the early photo, as now, so it appears no floors have been added. There was also a building notice for alterations in the 1980s, however there is nothing about the façade that is 1980s, indeed it still has steel framed windows, similar to those on the side wall, which is thought to be original. Its intactness or otherwise can be easily confirmed by the looking at the original plans in the archives.

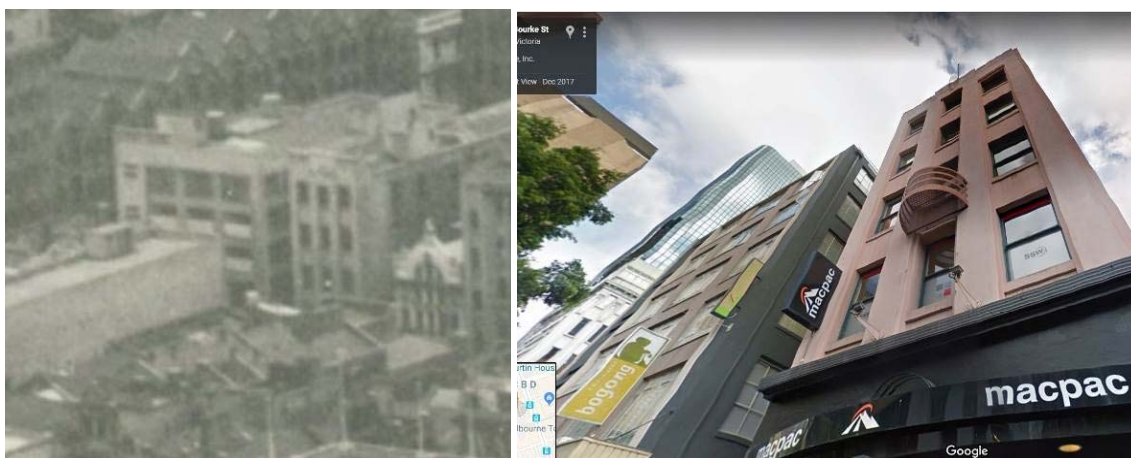


Chart House is the same height as the pink building Niagara House at 370 Little Bourke in the 1950s, and now.



Chart House has steel framed windows on the front façade (with opening sections), as well as the side (fixed frame). The lighter panels along the base of the front windows are also visible in the 1950s photo.

As a highly unusual building for the 1940s, one that displays many characteristics of buildings after WW2, we believe that it should be graded Significant. As such, it should not be reduced to mere facades. At most, a number of floors could be added, but it really should not be subject to substantial demolition and replacement by a tower so much taller.

We also feel that a tall building, even with a lower podium section and a tower setback, would be most inappropriate for this location.

The immediate area of this block of Little Bourke between Elizabeth Street and Hardware Street is not only one of characteristic lanes and small buildings, but one that until now has not been overshadowed by tall buildings, allowing lunchtime sunlight to penetrate down the numerous north-

south laneways. This access to sunlight should not be lost in the name of 'development potential'; this is very much a case of a loss of amenity for many for the sake of one relatedly small apartment development.

We urge Council to consider an urgent Interim DDO of about 6 floors to apply to the 4 properties on the north side of Little Bourke between the existing height limits that apply at each end.

If there were ever a pace where sunlight should be protected, this is one of the most important.

Kind regards,



Rohan Storey
Vice -President
Melbourne Heritage Action



John Donne and Son Maps and Globes window at ground floor, a charming mid-century streetscape reminder of the buildings origins, and Hardware Lane precincts industrial/manufacturing past.

Name: * Wayne Coles-Janess

Email address: * wayne@ipso-facto.tv

Contact phone number (optional): 0411159454

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * Agenda item 6.2 Planning Scheme Amendment C271 Guildford and Hardware Laneways Heritage

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

We object to the demolishing of the buildings at 372 Lt Bourke St.

This will change the fabric of the area and cast long shadows into the popular and vibrant laneways in the area. Rankins, Warbuton Lanes.

It will impact of environmental friendly solar cells that owners have installed on rooftops. It will devastate the greening of Rankins Lane and place the visitors and workers in the area into shading.

We ask that the properties be listed as significant in the heritage overlay. – as it will substantially change the uses and fabric of the area.

We ask the council to reject all applications for the demolition of properties in Lt Bourke St and support for the greening of the area.

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



[rankins_front_page_the_age_oct_15.tiff.tif](#) 1.14 MB · TIF

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CHLOE BOOKER | A Hawthorn player is under police investigation over an alleged sexual offence in Melbourne's south-east.

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This is what Meera* heard her husband say to two men trying to intervene after he repeatedly punched her.

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They were ordinary people with real grievances. But the anti-Islam movement has been 'overrun by extremists'.

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There had been screaming for hours. Then a neighbour heard somebody yell: 'I'm going to throw the baby'.

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PM describes his investments as 'boring'. Depends on your perspective. Russell Brand's saucy take

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9:59AM Australia is one of 13 countries that could make a car from start to finish. Not for long. 12

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Beyond the boom: What comes next?

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Email address: * mineralsands@hotmail.com

Contact phone number (optional): 0422066973

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * Proposed travel by Councillor Cathy Oke to host the 6th Global Biodiversity Summit of Local and Subnational Governments, Sharm el-Sheik, Egypt, November 2018

Please write your submission in the space provided below and submit by no later than 10am on the day of the scheduled meeting. We encourage you to make your submission as early as possible.

Dear City of Melbourne Meeting Group

This is a written response in regards to the Future Melbourne Committee meeting of Tuesday 13th November, 2018 and in particular Agenda Item 7.1 Proposed travel by Councillor Cathy Oke to host the 6th Global Biodiversity Summit of Local and Subnational Governments, Sharm el-Sheik, Egypt, November 2018 .

This is an important summit and it is appropriate that Melbourne, as a city that has ambitions to continue to protect its biodiversity, has representation at the 6th Global Biodiversity Summit of Local and Subnational Governments. This summit will be held at Sharm el-Sheikh, Egypt.

<https://cbc.iclei.org/event/6thbiodiversitysummit/>

CBD COP 14: 6th Global Biodiversity Summit of Local ...

The Governorate of South Sinai encompasses the southern part of the Sinai Peninsula in the east of the Arab Republic of Egypt. The Red Sea surrounds the Governorate to the south, while the interior of South Sinai has an arid climate and majestic, mountainous terrain.

cbc.iclei.org

Councillor Oke has done a lot of great work in her participation with ICLEI related events and I support the recommendation from management that Councillor Oke travels to Egypt and takes an active role in participating in the 6th Global Biodiversity Summit that will occur in parallel with COP14 Conference. Councillor Oke will bring back to Melbourne much knowledge, and she will also tell participants at the ICLEI summit the ways and measures that the City of Melbourne is taking to help protect the biodiversity of Melbourne. Melbourne has a great Urban Forest project happening, Melbourne has a philosophy of thinking blue and green, Melbourne has a policy of divestment from the fossil fuels industry and Melbourne is aware of the philosophy that the tribes of the Kulin Nation have had for thousands of years of looking after the land, the water and the children. Councillor Oke has great knowledge on all these matters and she will be a fine representative of the City of Melbourne in Egypt.

Best regards

Chris Thrum

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Committee in
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submission:

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Name: * David Ettershank

Email address: * david@outcomesplus.com.au

Contact phone number (optional): 0418519892

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

Date of meeting: * Tuesday 13 November 2018

Agenda item title: * 7.2 Notice of Motion, Cr Leppert: Metro Tunnel western portal and environs integrated public realm design

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



[fmc_131118_agenda_item_7.2_ken_assoc_submission.docx](#)

296.16 KB · DOCX

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Future Melbourne Committee Agenda item 7.2

13 November 2018

Notice of Motion, Cr Leppert: Metro Tunnel western portal and environs integrated public realm design



Kensington
Association.

Submission and request to present on behalf of the Kensington Association

I write on behalf of the Kensington Association and the local community:

- Seeking the support of Council to ensure that the range of works associated with the western portal of the Metro Tunnel deliver an optimal urban design outcome and
- Commending to Council the Motion prepared by Councillors Leppert and Wood on this issue being FMC 13/11/18 agenda item 7.2.

Background

As Councillors would be aware, extensive works are currently underway to construct the western entrance to the new metro tunnel in Kensington. The works will pose significant amenity issues for local residents over the next four years and we are currently working our way through these challenges with the construction contractors (and the assistance of Council Officers).

The works will also produce some major built form that has the potential to profoundly reduce long term amenity in the area adjoining JJ Holland Park, including a large “ancillary building” over the tunnel mouth and a 3-4 metre high flood wall that will run much of the length of Childers Street.

Currently, the project contractors are moving ahead with consultations and designs around their above ground, built forms but there is little or no integration of their work and no consideration of other parts of the precinct.

This is not entirely their fault. They are contractors engaged for delivery of specific parts of the project. There is no suggestion that they are not working diligently on their design elements or failing to consult. The issue is primarily that the components are not necessarily connected as part of an integrated process that will produce an optimal urban design response.

In this context, the Kensington Association is keen to see a comprehensive approach that incorporates multiple elements including:

- Noise barriers along Childers Street to the east of South Kensington station
- A commitment to utilise the land acquired at 135 Ormond Street for public purpose
- A redeveloped South Kensington Station
- A sympathetic design for
 - the new ancillary building being built next to the station by CYP and
 - the 3-4 metre high flood wall to be built by RIA

- Consistent with the City of Melbourne Open Space Strategy, a linear park west from Kensington Road to the Maribyrnong River along the high voltage tower easement.

To deliver this vision, many parties need to collaborate including: Rail Projects Victoria, contractors (Cross Yarra Partnerships and the Rail Infrastructure Alliance), AUSNET, the State Government and the City of Melbourne.

At a recent “Meet the Candidates” forum, both incumbent MLA Ellen Sandell and Labor candidate Jennifer Kanis, committed their respective parties to pursuing this objective.

The City of Melbourne has tremendous internal expertise in assessing and shaping urban design. While we understand that Council has limited formal authority on the project, like the local residents, it will live with the legacy. Further, in negotiations with RPV, CYP and RIA, senior managers have committed their organisations to an integrated design approach and specifically identified the City of Melbourne as the agency best able to coordinate and lead such an exercise.

To this end, we seek the active support of Council to advocate for and provide leadership in delivering, an integrated urban design response for the western portal precinct. Specifically, we seek:

- Council’s public endorsement for an integrated design approach for the works in question and
- Support for Council Officers to pursue the objective of a best practice integrated design response.

I would also seek your indulgence by allowing me to speak at the FMC meeting on 13/11/18.

Yours Sincerely

David Ettershank

Per the Kensington Association