

ARDEN MACAULAY STRUCTURE PLAN

APRIL 2015 UPDATE

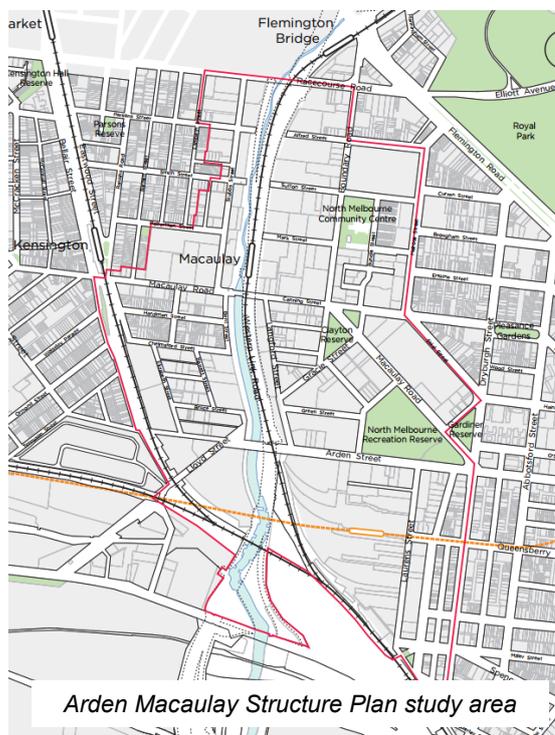
Background

The Arden Macaulay Structure Plan was adopted by the previous Council in 2012.

The Structure Plan anticipates substantial population and job increases inside the study area by 2040, and proposes 5 key directions for the urban renewal of the area:

1. Develop Arden Central as a new extension of Melbourne's Central City
2. Develop three new local centres within a mixed use neighbourhood
3. Expand transport connectivity to and within Arden-Macaulay
4. Upgrade the Moonee Ponds Creek parkland corridor and establish five new parks
5. Make Arden-Macaulay energy, water and waste efficient

The Structure Plan, and links to its related planning scheme amendments, can be found at tinyurl.com/ardenmacaulay



There are many Council projects and discrete planning scheme amendments which have been progressed since the adoption of the Structure Plan with the purpose of implementing the Structure Plan.

This report provides an update on recent progress on these Council projects and planning scheme amendments.

Planning Scheme Amendment C190 (Land Use and Built Form Controls)

Planning scheme amendment 190 changes the land use and built form controls in the northern section of Arden Macaulay (north of Arden Street).

The amendment was endorsed in its draft form in 2012, and after the public exhibition stage, was considered again by Council in June 2013, where amendments were made by Councillors, and the draft planning scheme amendment was sent to an independent planning panel for assessment.

The Council later resolved to defer the planning panel hearings given the Liberal Government's announcement of Stage 1B of the East West Link, which undermined the basis of the Structure Plan and therefore of the planning scheme amendment. The State later also announced that the Metro Rail project would not proceed with a new "Arden" Station, which further undermined the basis of the Structure Plan and planning scheme amendment.

With the change of State Government, the East West Link is no longer Government policy, whilst the Metro Rail project is (complete with a station at "Arden"). Council officers have therefore requested that the planning panel considering C190 reconvene.

A lot of time has elapsed since the panel was originally formed. As such, all property owners in the affected area will be notified that the amendment process is recommencing. Owners and residents

will all therefore be updated, and any new owners will have the ability to make a submission to and be heard by the panel.

At the time of writing, the anticipated timeline from here is:

- April/May 2015 - notification (4 weeks to make a submission/request to be heard by the Panel);
- Early July 2015 – Panel Hearing (likely to run for two weeks);
- Mid-July to end-August – Panel to write their report;
- October – Council to consider panel’s report and in what form to adopt the amendment.

Planning Scheme Amendment C207 (Heritage Controls)

Planning scheme amendment C207 reviews the heritage status of buildings in the Arden Macaulay area.

The full planning scheme amendment process (exhibition, planning panel, adoption) was completed by Council in May 2014.

Solomon Lew’s company *Dustday Investments* then applied to the Supreme Court to remove its property at 85-105 Sutton Street, North Melbourne, from the new heritage overlay proposed in the planning scheme amendment.

In late March 2015, the Supreme Court dismissed the action.

There are no further barriers to the Planning Minister authorising the amendment, and gazetting the amendments to the Melbourne Planning Scheme. This can occur at any time now.



85-105 Sutton St. *The Age* online, 31/3/15.

Planning Scheme Amendment C209 (Public Open Space Contributions)

Planning Scheme Amendment C209 is a municipality-wide amendment which changes the framework for open space contributions (land or cash equivalent) by private developers. It levies rates of 5 and 8 per cent (the higher rate applying to declared urban renewal areas, such as Arden Macaulay) with proceeds going towards the implementation of Council’s Open Space Strategy.

When the amendment was presented to Council’s ‘Future Melbourne Committee’ in July 2013 after the public exhibition stage, with the intent of it being sent to a planning panel for further assessment, the Committee lost quorum due to a majority of Councillors declaring conflicts of interest due to the receipt of election campaign donations from one of the parties objecting to the amendment. The amendment was nevertheless sent to the planning panel by officers acting under delegation.

The planning panel has considered the amendment and returned it to Council with various recommendations. The final adoption of the amendment can only be made by Council, i.e. not by officers acting under delegation, and the conflict of interest present in July 2013 is still present. As such, it is not yet clear how the planning scheme amendment will be adopted by Council (though there are options under the Local Government Act to overcome this impasse).

Moonee Ponds Creek master plan

Key Direction 4 of the Structure Plan is to “Upgrade the Moonee Ponds Creek parkland corridor and establish five new parks.” Strategy 1 associated with direction is to “Revitalise the Moonee Ponds Creek environs as a recreational and environmental corridor.”

In the 2014-15 Annual Plan, Council included as an action “Draft a Moonee Ponds Creek master plan for consultation (subject to the East-West Link)”. It was not until the change of Government that the East West Link was no longer State policy, and so whilst the action has progressed, it has been significantly delayed.



From the Structure Plan, page 80

Also in the mix are the State Government’s plans for Metro Rail, which will necessarily provide a new creek crossing. Council officers are currently discussing these plans with the State Government to get a better understanding of how the crossing will affect any master plan for the creek.

Further progress towards the creation of a Moonee Ponds Creek master plan may be defined in the 2015-16 Annual Plan actions; a draft list of these actions are expected to be released by 17 April 2015.

A key site along the Creek is the old nursery site at the corner of Macaulay Rd and Stubbs St. It appears at this stage that the ownership of the site has returned, or will return, from the Linking Melbourne Authority to VicTrack, who previously owned the site. Whilst the Arden Macaulay Structure Plan identifies the site as potential new public open space, VicTrack’s intentions (whether to sell, develop, ignore, etc) are still not known.

Other Open Space

Officers continue to negotiate with private property owners regarding opportunities for the purchase of open space in the area.

Among the hundreds of submissions on planning scheme amendment C190, it was clear that open space issues were by far the most frequently raised concerns.

At the June 2013 Committee meeting which considered the C190 planning scheme amendment, and in the months that followed, I moved a series of motions which prioritised the acquisition of new public open space in and around the area. The end result of this process was a motion moved to the Committee in 2014 which endorsed a new park outside Kensington Station. The park will add ~1,000sqm to the existing roundabout and provide new green open space at the heart of Kensington.

Works on the new park at Kensington Station will begin this financial year.



CityLink Widening

The Structure Plan includes as a discrete action to “Advocate to CityLink and the state government for sound attenuation of the CityLink freeway.”

CityLink and VicRoads are embarking on a project to widen the freeway, at a cost of approximately \$1.1 billion. The project will add extra lanes in each direction between the Bolte Bridge and Melrose Drive (i.e. this includes all parts of the freeway able to be seen and heard from Kensington and North Melbourne).

In seeking information from VicRoads, it has become apparent that:

- VicRoads expect a reduction in noise along the corridor due to a 20kph reduction in the speed limit;
- Some noise barriers will need to be moved and will be replaced as appropriate;
- The noise limits that apply in different locations are the 68 dba VicRoads limit and the 63 dba CityLink concessional deed limit;
- VicRoads intends to model the noise impact of the changes and then apply appropriate noise barriers based on the outcomes of the modelling;
- The planning scheme changes relating to this project will be a Ministerial amendment so there will not be public consultation as part of the process; and
- Noise readings have already been taken for the project area.

On that final point, VicRoads is due to report its noise readings taken from Bent Street by mid-April. There is an informal understanding that these readings can be made public; this has not been confirmed yet.

Final Note

This report is an attempt at an objective presentation of facts as they are known, for the information of residents in and around the Arden Macaulay area, rather than a political commentary. For that, I am very happy to have a frank discussion at any time with anyone concerned or inquisitive about any issue associated with the Structure Plan and its associated projects.

My email address is Rohan.Leppert@melbourne.vic.gov.au and my number at town hall is 03 9658 9051.

Cr Rohan Leppert