

SCOTCHMER & BEST STREETS DEVELOPMENT PROPOSAL PLN170618

WHAT IS PROPOSED

This is a guide intended to help interested community members to understand what is proposed. It includes some of the concerns that have been raised about the proposal. However, it is up to you to determine what the proposal means to you.

If you have any concerns, please lodge your specific objections to council **by 19 December 2017** at <https://www.yarracity.vic.gov.au/services/planning-and-development/planning-applications/advertised-planning-applications/2017/11/17/pl-170618>

Fitzroy North Heritage, Aesthetics and Character

- The proposed building will be 7 storeys high. This significant scale is at odds with the neighbourhood character which is largely one and two story dwellings and retails, and is inconsistent with the requirement by Heritage Overlays and planning policy.
- Demolition of the majority of current heritage buildings and replacement with construction of a new 7 storey building. This is counter to good practice for retention of heritage buildings.
- The proposed built form above the existing heritage facades will dominate the streetscape.
- 3 metres of the existing facade of the warehouse in Scotchmer and Egremont Streets is to be retained. This is contrary to the objectives of the heritage overlay.
- Sets a precedent for future developments in Fitzroy North, especially adjacent corners.
- Proposes to cut 6 metres off the end of the heritage warehouse building in Egremont Street to create a new laneway. Partial demolition of the intact warehouse shell is unnecessary and contrary to planning policy.
- Loss of diversity in retail especially small shops/businesses disappearing. This is contrary to Council initiatives to encourage diversity in neighbourhood activity centres.
- The architectural styles of the upper five storeys of the proposed building are out of context to the area and inappropriate in Fitzroy North e.g. use of mansard roofs, boxed dormer windows and the use of wedding cake tiering.

Impact on community infrastructure and services

- An extra 89 apartments will have significant flow on impact on community amenities e.g pre- schools, schools, park facilities etc. No consideration has been given to community amenities.

Apartment Design

- The quality of the overall development is questionable (too many apartments, not enough lifts and egress stairs, not enough outdoor space and amenities).
- The proposed materials (metal shutters, large sloping metal roof and cheap render finishes) are poor quality, which raises concerns about their longevity and

maintenance requirements, and the materials are not consistent with the adjacent area.

- There is little solar protection to the proposed new apartments, creating huge energy consumption concerns and excessive A/C loads.
- The mix of apartment does not encourage diversity; no affordable housing is offered.

Traffic and Transport

- Fitzroy North already has traffic congestion at peak times. The proposal will create increased traffic congestion from the significant supermarket expansion (customers and deliveries), and residents and visitors from 89 more apartments. This is in addition to the impact of the recently approved 5 storey development above Red Olive.

New loading bay/car parking entrance from Scotchmer Street

- It is proposed to have a new loading bay and car parking entrance (for both customers and residents) from Scotchmer Street. There will be limited sightlines while exiting the proposed loading bay and carpark entrances. This will create dangerous traffic conditions for oncoming vehicles and bicycles, as well as safety concerns for pedestrians.
- The proposed loading bay configuration requires a swept path for an articulated vehicle to a position facing ongoing traffic. This creates a traffic hazard.

Acquisition and building on public laneway

- The proposal relies on the acquisition of a public laneway running beside the current loading dock on Scotchmer St. This is a separate process. There has been no transparency about the process or the timing to date. It would be premature to consider the development application prior to the question of acquisition of the laneway being resolved.
- The plans assume privatisation of public land (lane way); disposition by the Council of the laneway goes against Council policy to activate and create laneway connections.
- It is proposed to close the existing laneway from Scotchmer to Tranmere Street to create the future loading dock. Access to the back of Egremont Street properties will be from a proposed new lane way entrance from Egremont Street (next to 36 Egremont Street). This removes the current straight safe driving path with clear sight lines, and replaces it with a dog-leg arrangement requiring a 90 degrees turning movement to exit to Egremont Street.
- Currently the laneway has clear sight lines, allowing for passive surveillance. Tproposal will create security issues through a 'visual' dead end, with an increased graffiti/crime risk.
- The current loading bay area on Scotchmer Street is to be widened. Right next to it will be the entrance for underground car parking for customers and residents. The car park entry and loading dock are visually intrusive and are not in keeping with adjacent heritage streetscape and the prevailing neighbourhood character.

Parking Provisions

- Currently car parking is extremely limited and inadequate for current users of the supermarket and other retailers and residents.
- The proposal assumes only 9 visitor parks are required for 89 apartments due to proximity to trams. This is half the statutory requirement. This puts more pressure on limited parking in the area. There are already a substantial number of non-residents parking in the area; on 30 Nov. 2017, 17 of 36 cars in Egremont Street had no permit or visitor permits and there were no spare parks
- Existing parking spaces on Scotchmer and Egremont Streets will be lost with the introduction of the new crossovers for the new laneway on Egremont Street and the expanded car parking and loading bay on Scotchmer Street.
- The impact on parking is exacerbated by the proposal seeking a waiver from the full parking required by legislation/regulations, claiming credit for the Best St. car parks. But these are not exclusive to Piedimonte's; they are public. An exemption from the full number of car parks required by legislation adds pressure to limited parking resources.

Residential Amenity

- The number of vehicle movements in Egremont Street, to service the expanded supermarket and residences will significantly increase.
- The proposal that waste collection and delivery trucks be directed through Egremont Street will severely impacting on this street's noise and residential amenity
- A goods lift and pit is proposed in the new loading bay lane way area. It is unclear who will pay for stormwater and sewerage redirection.
- Waste associated with both the expanded supermarket and the new 89 apartments will significantly impact surrounding residents (collection frequency, locations of waste bins, smell, noise, number of bins, regulation of private contractors) yet inadequate details have been provided about this.
- Roof plant attenuation (noise issues) will impact on local residents, exacerbated in Egremont Street if the proposed 6 metre new laneway is created (the existing warehouse blocks much of the sound from the supermarket). Acoustic considerations are inadequately addressed in the application.
- The 7 and 5 storey developments will result in overshadowing of many properties. The excessive building height will block the sunlight for some houses, gardens or solar panels.
- There will be overlooking from the new residences into existing residential backyards, which creates privacy concerns.

New laneway from Egremont Street

- A rubbish collection area is proposed to be created in the proposed 6 metre wide laneway next to 36 Egremont St. This rubbish collection area will become a de facto delivery area to service both the supermarket and residences.

- Proposed rubbish collection areas are immediately adjacent to existing residential dwellings, impacting on the residential amenities through light spillage, noise and odour.
- The proposed rubbish collection area will be accessed from Egremont Street. However, swept paths (turning circles) for waste management trucks were not submitted as part of the application. Rubbish collection vehicles are likely to require a reversing movement from the narrow one way residential street or alternatively will block Egremont Street if rubbish collection vehicles stop within the street proper.

PIEDIMONTES

is
**GOING
TOO
FAR!**



from this ...
to this...



**If you are
concerned...**

- Lodge an objection with Council: www.yarracity.vic.gov.au proposal number **PLN170618**
- Follow the community Facebook page: www.facebook.com/piedimontes.going.too.far
- Find out more by emailing: FitzroyNorth.champions@gmail.com