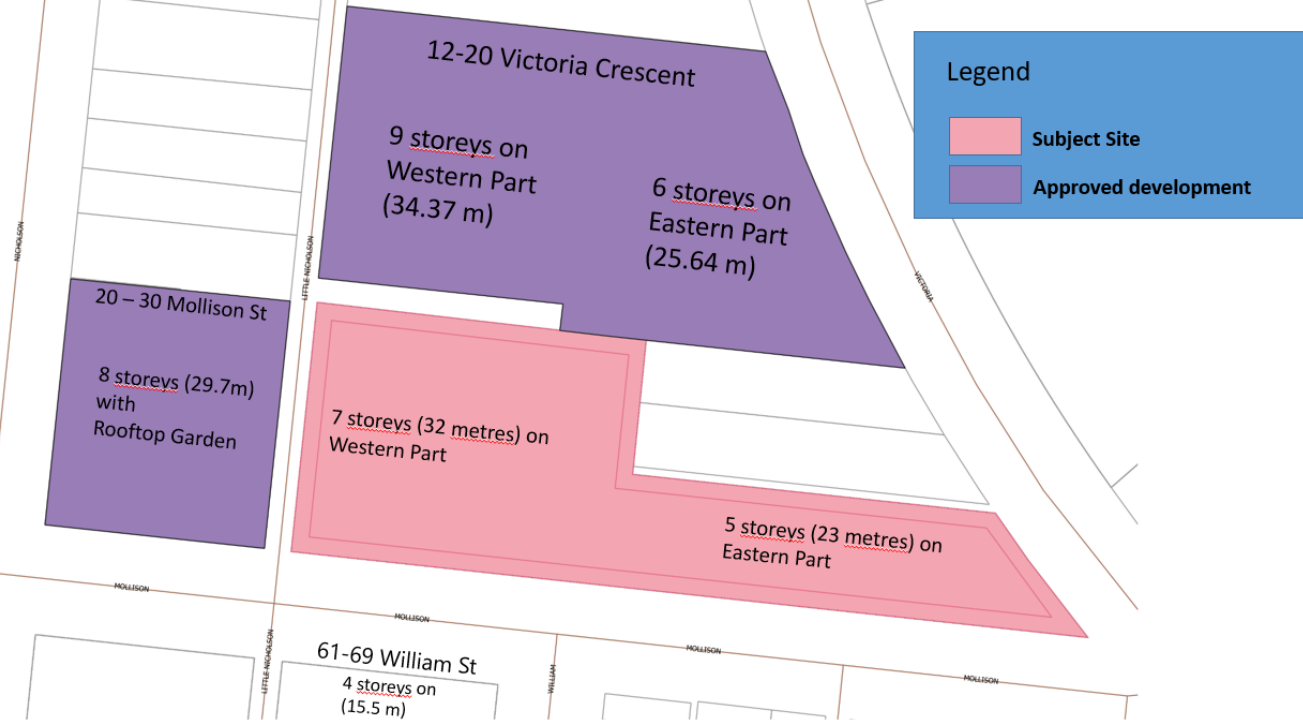


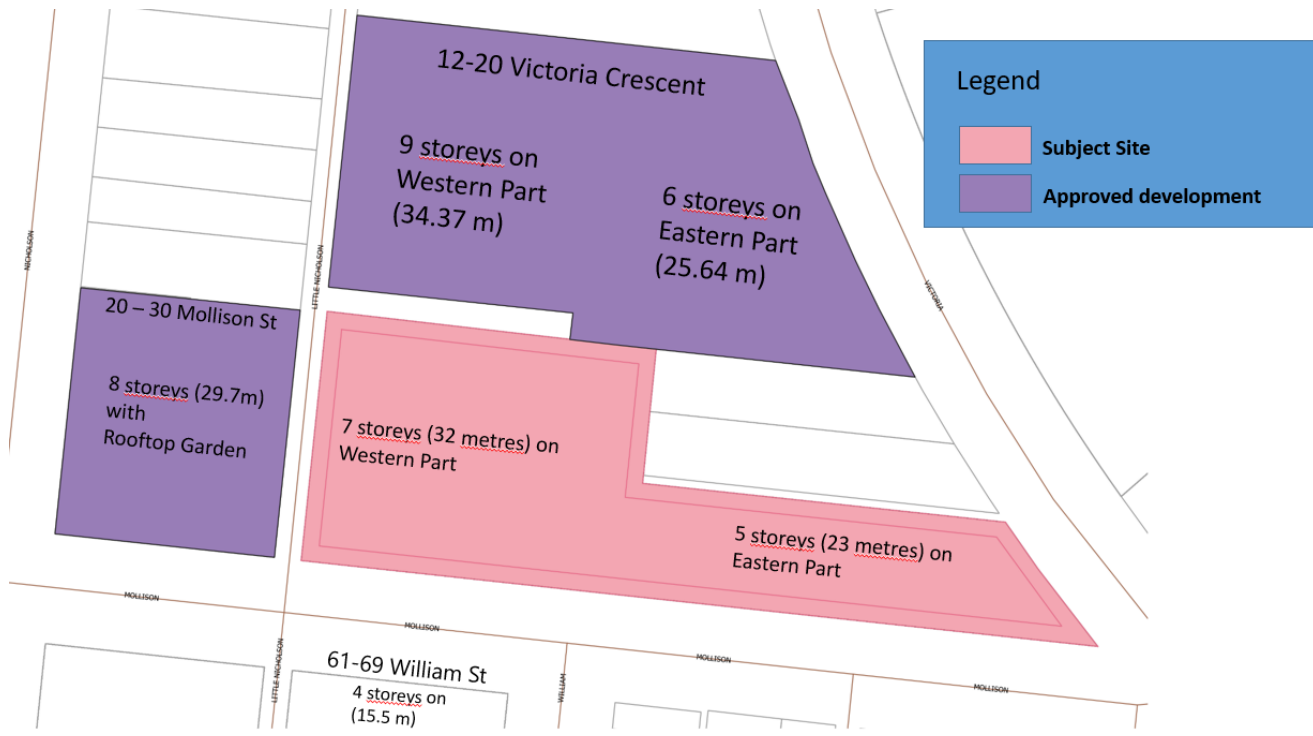
# Amendment C280yara – Summary and Response to Submissions

The following Table provides a summary of submissions received to Amendment C280yara and officer’s response to issues raised in the submission.

## Summary of Individual Submissions and Officer’s Response to inform Council’s submission to Panel

Submission Number	Summary of Submission	Response to inform Council’s submission to Panel
<b>Submission 1: Landowner – Business Owner</b>		
<b>Objection</b>	<u>General Objection</u> Objects to Amendment C280yara	Noted.
	<u>Claiming Air Right</u> Submits that they believe that the tunnel at the rear is on their title so is the air right on top of it. The submitter is asking for evidence that the proponent has the air right to build over the tunnel.	Response from the proponent mentions that “The area that the neighbour is questioning is nominated as E-1 on the Site owned by AH Meydan. It is a carriage way easement that gives access for Lot 5 out to their parking space that is located to the rear of the site. They have a right of access over the land from ground level up to the nominate RL they don’t own the land just need to be provided with access across it. And the right of access on E-1 will be incorporated/rebuilt into the new building keeping their ability to access the rear laneway as per the title.” (Email from Geoff Dill dated 11 June 2021)  <b>Recommended position:</b> No change to amendment.
	<u>Car Park located at the subject site of the proposed PSA</u> Submits that the submitter owns carparking space within the subject site.	Response from the proponent mentions that “It was originally intended that AH Meydan was going to purchase the single space associated with Lot 5 from them but it looks like this may not happen now so when development occurs the building will go around that single car space (if a deal cannot be agreed upon)” (Email from Geoff Dill dated 11 June 2021)  <b>Recommended position:</b> No change to amendment.
<b>Submission 2: Resident – William Street</b>		
<b>Objection</b>	<u>General Objection</u> Objects to Amendment C280yara	Noted.
	<u>Building Height and Overshadowing impact</u> The submitter is concerned in relation to the proposed building being seven levels instead of the five. And also, a seven level building will overshadow them and reduce the amount of sunlight.  They are opposed to the redevelopment of this site, as it will only enhance the area. But the height is worrying and of great concern. All the neighbouring buildings are no higher than four levels.	The surrounding land is zoned mostly for non-residential uses, with the exception of the Mixed Use land on the south side of Mollison Street. This includes Industrial 1 zoned land to the north, Industrial 3 zoned land to the west, Industrial 3 zoned land to the south and Commercial 2 zoned land to the east. The site is in proximity to the Victoria Street activity centre, two train stations and a tram line (along Victoria Street). While the surrounding area is currently developed with a mix of one to three storey older industrial and warehouse style buildings, this is set to change due to recent planning permit approvals: 1. PLN17/0535: 20-30 Mollison St (Zoned INZ3) for Office use Proposed: 12 Storeys (47.5m) Approved: 8 Storeys (29.7m)

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
		<p>NB: The permit was issued following a Compulsory Conference (mediation) at VCAT. This building provides an indication of emerging street wall heights with a 3 storey podium accentuated by variable upper level setbacks.</p> <p>2. PLN18/0239: 12-20 Victoria Crescent (Zoned INZ1) for Office use Proposed: 9 Storeys (34.37m) Approved: 9 Storeys stepping down to 6 storeys (25.64m) towards Victoria Crescent</p>  <p>The proposed Incorporated Plan Overlay – Schedule 1 ‘permit requirement’ section includes the following:</p> <p><i>‘A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.’</i></p> <p>Therefore, the properties to south would not be overshadowed during the equinox.</p> <p>Council has progressed a body of built form work (including DDO15, DDO17 and DDO23) which uses the measure of 10am to 2pm at the equinox to protect public realm and public open spaces from overshadowing in Yarra’s Activity Centres. This amendment is consistent with that approach.</p> <p><b>Recommended Position:</b> No change to amendment.</p>
<b>Submission 3: Resident – William Street</b>		
<b>Objection</b>	<u>General Objection</u>	Noted.

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	Objects to Amendment C280yara	
	<p><u>Building Heights</u></p> <p>Submits that the scale of the building is not in keeping with the profile of a minor neighbourhood street. Mollison Street is not a main thoroughfare like Nicholson Street, Victoria Street or Johnson Street. Mollison Street is a small suburban street servicing local residents, businesses and Abbotsford Primary School.</p>	<p>The surrounding land is zoned mostly for non-residential uses, with the exception of the mixed use land on the south side of Mollison Street. This includes Industrial 1 zoned land to the north, Industrial 3 zoned land to the west, Industrial 3 zoned land to the south and Commercial 2 zoned land to the east. The site is in proximity to Victoria Street activity centre, two train stations and a tram line (along Victoria Street).</p> <p>While the surrounding area is currently developed with a mix of one to three storey older industrial and warehouse style buildings, this is set to change due to recent planning permit approvals:</p> <ol style="list-style-type: none"> <li>3. PLN17/0535: 20-30 Mollison St (Zoned INZ3) for Office use Proposed: 12 Storeys (47.5m) Approved: 8 Storeys (29.7m) <i>NB: The permit was issued following a Compulsory Conference (mediation) at VCAT. This building provides an indication of emerging street wall heights with a 3 storey podium accentuated by variable upper level setbacks.</i></li> <li>4. PLN18/0239: 12-20 Victoria Crescent (Zoned INZ1) for Office use Proposed: 9 Storeys (34.37m) Approved: 9 Storeys stepping down to 6 storeys (25.64m) towards Victoria Crescent</li> </ol>  <p><b>Recommended Position:</b> No change to amendment.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	<p><u>Traffic Impact</u></p> <p>Submits that traffic congestion is already adversely impacted by the current approved development. An additional 2 storeys add an unacceptable further increase in congestion and traffic management issues and reduces the amenity and safety to local residents.</p>	<p>Traffic impacts are usually assessed at the planning permit stage when there is more certainty about potential traffic generation, notably the number of dwellings/floor space and car parking rates. Traffic impacts have been raised now because of the potential impacts that increased height, allowing future commercial development opportunities could incur in the future.</p> <p>While officers understand the concerns regarding traffic congestion, the impact of traffic will be dealt at the planning permit stage when there is specific information regarding a proposal.</p> <p>Yarra Planning Scheme requires an updated Traffic Impact Assessment Report (TIAR) (Clause 22.07 Development Abutting Laneways, Clause 22.10 Built form and Design Policy) and Green Travel Plan (GTP) (Clause 22.17 Environmentally Sustainable Development) prepared before a planning permit is issued. This will respond to a more detailed plan for the site and provide solutions to increased traffic.</p> <p>The management of on-street parking is outside the planning process. Council will need to actively manage on-street parking surrounding the site as the area develops.</p> <p>Council has developed a policy for reviewing parking restriction and avenues and changes to current restrictions. For example, proposing greater levels of permit parking on-streets.</p> <p>All new developments (residential, mixed use, commercial or industrial) following 2003 are not entitled to on-street car parking permits. (City of Yarra Parking Permit Policy – Adopted 21 October 2014)</p> <p><b>Recommended position:</b> No change to amendment.</p>
	<p><u>Architectural and design treatment</u></p> <p>Submits that the submitter rejects the developer's and council's rationale for the proposed amendment in terms of architectural and design treatments and remedies that will be applied. Also adds that these treatments should already be applied to a 5 storey building in a minor suburban street.</p>	<p>Independent Urban Design Review (2019) by Hodyl &amp; Co. recommends the following:</p> <ul style="list-style-type: none"> <li>• Street wall height should range from three to four storeys: three storeys to Little Mollison Street and four storeys to the corner of Mollison Street and Victoria Crescent.</li> <li>• Introduce a setback above the street wall of 3m from Mollison Street and Victoria Crescent</li> <li>• Introduce a 5m setback above the street wall at Little Nicholson Street (This is varied as the proponent is providing a ground level setback to allow two way traffic, therefore, we recommended 3m upper level setback.)</li> <li>• Introduce a 3m setback from the boundary or the laneway centreline to the north of the site.</li> <li>• Require material definition between the podium and upper levels that is responsive to the local context and character. Podium materials should be detailed and robust with visually recessive materials used at upper levels.</li> <li>• Corner should be chamfered at the Mollison St and Victoria Crescent intersection to mark the corner. No cantilevering should occur at upper levels.</li> <li>• The proposed development should provide above 80% active frontages to the Mollison Street and Victoria Crescent frontage (including individual entrances to tenancies).</li> </ul> <p>The above has been addressed though the proposed 'Incorporated Plan Overlay – Schedule 1' and '32-68 Mollison Street Incorporated Plan, March 2021'.</p> <p>Details plans of the development will be submitted to Council at the Planning Permit stage.</p> <p><b>Recommended Position:</b> No change to amendment.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	<p><u>Overshadowing impact &amp; Views</u></p> <p>Submits that the submitter purchased the property with knowledge that the 32-68 Mollison Street has a mandatory building height of 5 storeys. They will be losing morning sun from the approved 23 metre (5 storey) building on the corner of Victoria Crescent and Mollison Street as well as the afternoon sun from the building under construction (8 storeys) on the corner of Nicholson and Mollison Streets.</p> <p>Raises concern about the bulk of the proposed 32metre (7 storey) building will certainly create a loss of light and visual access to sky from our home. The sense of overlooking from an additional 9 metres of building will directly impact on our amenity and quiet enjoyment and be unacceptable.</p>	<p>Council has progressed a body of built form work (including DDO15, DDO17 and DDO23) which uses the measure of 10am to 2pm at the equinox to protect public realm and public open spaces from overshadowing in Yarra's Activity Centres. This amendment is consistent with that approach.</p> <p>The proposed Incorporated Plan Overlay – Schedule 1 'permit requirement' section includes the following:</p> <p><i>'A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.'</i></p> <p>Therefore, the properties to south would not be overshadowed during the equinox.</p> <p>The planning system does not protect views from private property. The issue was dealt with by the High Court of Victoria in Victoria Park Racing &amp; Recreation Grounds Co Ltd v Taylor [1937] HCA 45. The High Court held that a property owner does not own the views (spectacles) from his or her land.</p> <p><b>Recommended Position:</b> No change to amendment.</p>
	<p><u>Loss of character</u></p> <p>Submits that examples of industrial buildings in Collingwood and Abbotsford have been lost and about to lose another fine example of a saw tooth building in Mollison Street/Victoria Crescent. What has been designed makes no reference to the history of the site and the scale proposed certainly belittles what few examples are left.</p>	<p>This Planning Scheme Amendment (PSA) modifies the current IPO which already allows for five storey building on the subject site. The site also has a planning permit for development up to 5 storeys. This PSA only allows two more storeys on the western part of the subject site where it abuts the following sites having recent planning permit approvals:</p> <ol style="list-style-type: none"> <li>1. PLN17/0535: 20-30 Mollison St (Zoned INZ3) for Office use Proposed: 12 Storeys (47.5m) Approved: 8 Storeys (29.7m) <i>NB: The permit was issued following a Compulsory Conference (mediation) at VCAT. This building provides an indication of emerging street wall heights with a 3 storey podium accentuated by variable upper level setbacks.</i></li> <li>2. PLN18/0239: 12-20 Victoria Crescent (Zoned INZ1) for Office use Proposed: 9 Storeys (34.37m) Approved: 9 Storeys stepping down to 6 storeys (25.64m) towards Victoria Crescent <i>NB: The permit was issued by VCAT.</i></li> </ol> <p><b>Recommended Position:</b> No change to amendment.</p>
<b>Submission 4: Resident – William Street</b>		
<b>Objection</b>	<p><u>General Objection</u></p> <p>Objects to Amendment C280yara.</p>	Noted.
	<p><u>Overshadowing Impact</u></p> <p>Submits that the submitter is concerned about the overshadowing of the footpath on the southern side of Mollison Street. They request this as a performance measure: between 10 am and 2 pm on the 22nd of June (Winter Solstice) where the sun is at the lowest angle of the year.</p>	<p>Council has progressed a body of built form work (including DDO15, DDO17 and DDO23) which uses the measure of 10am to 2pm at the equinox to protect public realm and public open spaces from overshadowing in Yarra's Activity Centres. This amendment is consistent with that approach.</p> <p>The proposed Incorporated Plan Overlay – Schedule 1 'permit requirement' section includes the following:</p> <p><i>'A new development must not overshadow the southern footpath of Mollison Street between 10 am and 2 pm on the 22nd of September.'</i></p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
		Therefore, the properties to south would not be overshadowed during the equinox. <b>Recommended Position:</b> No change to amendment.
	<u>Widening of Little Nicholson Street</u> The submitter does not support the proposed widening of a short section of Little Nicholson Street without a new service laneway within the site as recommended by the Urban Design Peer Review Report. Refers to Item 25 of Urban Design Peer Review, "Widening Little Nicholson St at the Mollison St intersection will assist in managing traffic flow but will still channel high volumes of traffic onto a narrow street with limited capacity". The submitter also mentions to create a 2 way loop linking Mollison and Little Nicholson by linking the existing service laneway and creating a new service laneway within the site. With the approved link from Nicholson Street at 20-30 Mollison Street, it may improve traffic flow and reduce traffic on Mollison St.	The widening of the Little Nicholson Street will allow two-way traffic and the proposed Incorporated Plan Overlay – Schedule 1 'permit requirement' and 'permit condition' section includes the following: Permit requirement: <i>'A new development that requires access from Little Nicholson Street must provide a laneway widening of Little Nicholson Street to allow two-way traffic to the satisfaction of the responsible authority.'</i> Permit Condition: <i>'A permit to construct a building or construct or carry out works must include conditions that require the widening of Little Nicholson Street to be designed and constructed to the satisfaction of the Responsible Authority.'</i> A Traffic Impact Assessment Report will be prepared as part of the planning permit application. (Clause 22.07 Development Abutting Laneways, Clause 22.10 Built form and Design Policy of the Yarra Planning Scheme) <b>Recommended Position:</b> No change to amendment.
	<u>Traffic Impact</u> Raises the following concerns: - Increased vehicle traffic and its safety impact - Council to consider the traffic impact, carry out a road safety audit and any recommended improvement works particularly at the corner of Mollison Street and Victoria Ct. - Council to consider works to encourage future tenants of the development to use of public transport (e.g. improved street lighting, dedicated and DDA compliant footpaths, etc en route to Collingwood and North Richmond Train Stations and nearby Bus Stops)	See response to 'Traffic Impact' of submission 3.
	<u>Crime Prevention Through Environmental Design (CPTED) Principles</u> Submits that whether Council have considered the pertinent social issues and CPTED principles for the proposed development.	Independent Urban Design Review (2019) by Hodyl & Co. recommends the following: <ul style="list-style-type: none"><li>The proposed development should provide above 80% active frontages to the Mollison Street and Victoria Crescent frontage (including individual entrances to tenancies).</li></ul> The above is included as a performance measures in Table 1: Buildings and Works of the proposed Incorporated Plan. Active frontages will provide passive surveillance along Mollison Street and Victoria Crescent. <b>Recommended Position:</b> No change to amendment.
<b>Submission 5: Resident – William Street</b>		
<b>Support</b>	<u>General Objection</u> Objects to Amendment C280yara.	Noted.

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	<p><u>Building Height and Overshadowing</u></p> <p>Submits that the submitter has great concerns regarding this new amendment to increase the height from 5 to 7 levels on the west side of the development. Also raises that if the building increases to 7 levels the submitter is worried that they will lose all the natural light from overshadowing.</p>	<p>See response to 'Building Height and Overshadowing' of submission 2.</p>
<b>Submission 6: Resident – William Street</b>		
<b>Objection</b>	<p><u>General Objection</u></p> <p>Objects to Amendment C280yara.</p> <p><u>Building Height and Overshadowing</u></p> <p>Submits that the submitter is concerned about the proposed height and overshadowing from the increased height.</p> <p><u>Community wellbeing</u></p> <p>Submits that a dominating intrusion of seven storeys will represent great loss of the liveability. The plan shows no regard for those who live here and no regard for the important relationship between commercial and residential uses. Also mentions that the development will facilitate loss of amenity, the visual impact, shadowing of the streets, and the increased noise and traffic.</p> <p><u>Traffic Impact</u></p> <p>Submits that the amendment proposes shifting all vehicle access to and from the development from Victoria Crescent onto Mollison St. The concentration of traffic adjoining a residential area will have an immediate and detrimental impact of increased traffic and pressure on local residential parking.</p>	<p>Noted.</p> <p>See response to 'Building Height and Overshadowing' of submission 2.</p> <p>Current IPO allows a building up to 5 storeys which is for the entire site and has very minimal urban design requirements to guide the built form. The site currently also has a planning permit to develop a 5 storey building covering the entire site. The current IPO lacks the following:</p> <ul style="list-style-type: none"> <li>- The building appears as one building mass along Mollison Street (approx. 150m);</li> <li>- The active frontage is insufficient to create a safe interface between the street and the building;</li> <li>- Doesn't allow two-way traffic along Little Nicholson Street (ground level setback);</li> <li>- The vehicle access points are allowable from Victoria Crescent and Mollison Street.</li> <li>- Upper level separation</li> <li>- Overshadowing</li> <li>- Upper level setback from all side</li> </ul> <p>Issue of noise and traffic will be managed at the planning permit stage.</p> <p>The updated IPO and IP will guide to a better built-form outcome which respect the mix of uses (Residential, Commercial etc.) around the subject site. It provides planning framework which reflects the approved surrounding developments.</p> <p><b>Recommended Position:</b> No change to amendment.</p> <p>See response to 'Traffic Impact' of submission 3.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	<p><u>Loss of character</u></p> <p>Submits that the submitter is saddened by the rapid loss of character in Abbotsford. Also suggests that this development abutting residential zones should be limited to 3 storeys and be designed with consideration to neighbourhood character and following sound planning principles such as amenity, sustainability, practicality, and aesthetic considerations as a basic and fair requirement.</p> <p><u>Improvement to streetscape</u></p> <p>Submits that there is no meaningful requirement for green space as part of the design. Also suggests that it would be better to incorporate a garden frontage right along Mollison St so some green relief might be shared.</p> <p><u>General complaint about the process</u></p> <p>Submits that the submitter attended the 'Information' session on the 16th November 2017 for the 12 storey Tower at 20-30 Mollison Street and raised concern about the height of the building. Also admits that the submitter wasn't happy with the planning process.</p>	<p>See response to 'Loss of Character' of submission 3.</p> <p>The Amendment request (page 17 of the PSA request) mentions the following:</p> <p><b>Opportunities to include greenery and roof top gardens</b></p> <p>Current interpretation of the IPO means that communal terraces and associated landscaping cannot be included in the setbacks required from the street wall or on the roof top.</p> <p>Clarifying this matter and providing for the inclusion of landscaping and communal terraces is considered to be a community benefit, as it will:</p> <ul style="list-style-type: none"> <li>• Improve the appearance of the building by softening the built form; and</li> <li>• Improve the environmental performance of the building by enabling it to contribute to urban ecology.</li> </ul> <p>Other landscaping matters can be negotiated at the planning permit stage.</p> <p><b>Recommended Position:</b> No change to amendment.</p> <p>The planning permit PLN17/0535 was issued for 20-30 Mollison St (Zoned INZ3) for office use which initially proposed for 12 storeys (47.5m) but was later approved for 8 storeys (29.7m) <i>following a Compulsory Conference (mediation) at VCAT.</i></p> <p>Both Planning Permit and Planning Scheme Amendment are statutory process, Council has very limited opportunity to change the process. However, Council has provided opportunity to meet with the landowners or occupiers to discuss the Amendment.</p> <p><b>Recommended Position:</b> No change to amendment.</p>
<b>Submission 7: Resident – William Street</b>		
<b>Objection</b>	<p><u>General Objection</u></p> <p>Objects to Amendment C280yara.</p> <p><u>Building Heights</u></p> <p>Submits that the scale of the building is not in keeping with the profile of a minor neighbourhood street.</p> <p><u>Traffic Impact</u></p> <p>Submits that traffic congestion is already adversely impacted by the current approved development. An additional 2 storeys add an unacceptable further increase in congestion and traffic management issues and reduces the amenity and safety to local residents.</p>	<p>Noted.</p> <p>See response to 'Building Height' of submission 3.</p> <p>See response to 'Traffic Impact' of submission 3.</p>



Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	<p><u>Architectural and design treatment</u></p> <p>Submits that the submitter rejects the developer's and council's rationale for the proposed amendment in terms of architectural and design treatments and remedies that will be applied. Also adds that these treatments should already be applied to a 5 storey building in a minor suburban street.</p>	See response to 'Architectural and Design Treatment' of submission 3.
	<p><u>Overshadowing impact &amp; Views</u></p> <p>Submits that the submitter purchased the property with knowledge that the 32-68 Mollison Street has a mandatory building height of 5 storeys. They will be losing morning sun from the approved 23 metre (5 storey) building on the corner of Victoria Crescent and Mollison Street as well as the afternoon sun from the building under construction (8 storeys) on the corner of Nicholson and Mollison Streets.</p> <p>Raises concern about the bulk of the proposed 32metre (7 storey) building will certainly create a loss of light and visual access to sky from our home. The sense of overlooking from an additional 9 metres of building will directly impact on our amenity and quiet enjoyment and be unacceptable.</p>	See response to 'Overshadowing Impact & Views' of submission 3.
	<p><u>Noise Impact</u></p> <p>The submitter is concerned about the construction noise from the subject site and surrounding developments.</p>	The issue will be dealt at the planning permit stage with a 'construction management plan'.
	<p><u>Lack of Traffic and Light Impact Study</u></p> <p>Submits that the submitter is concerned about the impact of traffic and light from the development.</p>	The issue will be dealt at the planning permit stage.
	<p><u>Loss of character</u></p> <p>Submits that examples of industrial buildings in Collingwood and Abbotsford have been lost and about to lose another fine example of a saw tooth building in Mollison Street/Victoria Crescent. What has been designed makes no reference to the history of the site and the scale proposed certainly belittles what few examples are left.</p>	See response to 'Loss of Character' of submission 3.
<b>Submission 8: Resident – William Street</b>		
<b>Objection</b>	<p><u>General Objection</u></p> <p>Strongly objects to Amendment C280yara</p>	Noted.
	<p><u>Use of the building</u></p> <p>The submitter raises question about the future use of the building.</p>	<p><i>The Land is Zoned Commercial 2 Zone (C2Z).</i></p> <p>The purpose of this zone is generally</p> <p><i>To encourage commercial areas for offices, appropriate manufacturing, bulky good retailing, other retail uses, and associated business and commercial services.</i></p> <p><i>To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.</i></p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
		The zone would remain unchanged as part of this amendment; <i>C2Z doesn't allow Residential.</i>
	<p><u>Active frontages</u> Raises concern about what is meant by 'Active Frontages' and does it mean driveways along Mollison Street.</p>	<p>The current IPO and Incorporated Plan (IP) allows multiple vehicle entry points to and from Mollison Street and Victoria Crescent. The proposed IP has removed these vehicle access points (only allowing one from Mollison Street) and shifted all the access to and from Little Nicholson Street (two way vehicular movement) to increase pedestrian safety and removing multiple vehicle cross over.</p> <p>In regards to Active Frontages, independent Urban Design Review (2019) by Hodyl &amp; Co. recommends the following:</p> <ul style="list-style-type: none"> <li>The proposed development should provide above 80% active frontages to the Mollison Street and Victoria Crescent frontage (including individual entrances to tenancies).</li> </ul> <p>The above is included as a performance measures in Table 1: Buildings and Works of the proposed Incorporated Plan.</p> <p>Active frontages will provide passive surveillance along Mollison Street and Victoria Crescent.</p> <p>According to Urban Design Guidelines Victoria, Active Frontages refers to street frontages where there is an active visual engagement between those in the street and those on the ground and upper floors of buildings.</p> <p>This quality is assisted where the front facade of buildings, including the main entrance, faces and opens towards the street. Ground floors may accommodate uses such as cafes, shops or restaurants. However, for a frontage to be active, it does not necessarily need to be a retail use, nor have continuous windows. A building's upper floor windows and balconies may also contribute to the level of active frontage. Active frontages can provide informal surveillance opportunities and often improve the vitality and safety of an area. The measures of active frontage may be graded from high to low activity.</p> <p><b>Recommended Position:</b> No change to amendment.</p>
	<p><u>Traffic Impact</u> Submits that traffic is already chaotic on Mollison Street and no vehicles should enter or leave the building from Mollison Street, instead suggests to use Victoria Crescent. Also raises question about the on-site parking capacity of the development.</p>	See response to 'Traffic Impact' of submission 3.
	<p><u>Building Height &amp; Overshadowing</u> Submits that raising the height from 23 to 32 metres is inappropriate for many reasons. The added height will make Mollison Street and the northern end of William Street gloomy all year round, but especially depressing in winter. Also mentions that the bulk of the building will block sunlight and views of the sky.</p>	See response to 'Building Height' of submission 3.
	<p><u>Open Space/Green Space</u> Submits that the space on the corner of Mollison and Little Nicholson Streets has been an open-air car-park for years and wishes to convert it into a green space.</p>	<p>The open car-parking area is privately owned land, therefore, Council has very limited opportunity to turn the car-parking space into open space.</p> <p>Currently, existing IP allows for a multi-storey carpark building on the site.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
		<b>Recommended Position:</b> No change to amendment.
<b>Submission 9: Resident – William St</b>		
<b>Objection</b>	<p><u>General Objection</u> Strongly objects to Amendment C280yara</p> <p><u>Building Heights</u> Submits that the scale of the building is not in keeping with the profile of a minor neighbourhood street. Mollison Street is not a main thoroughfare like Nicholson Street, Victoria Street or Johnson Street. Mollison Street is a small suburban street servicing local residents, businesses and Abbotsford Primary School.</p> <p><u>Traffic Impact</u> Submits that traffic congestion is already adversely impacted by the current approved development. An additional 2 storeys add an unacceptable further increase in congestion and traffic management issues and reduces the amenity and safety to local residents.</p> <p><u>Architectural and design treatment</u> Submits that the submitter rejects the developer's and council's rationale for the proposed amendment in terms of architectural and design treatments and remedies that will be applied. Also adds that these treatments should already be applied to a 5 storey building in a minor suburban street.</p> <p><u>Overshadowing impact &amp; Views</u> Submits that the submitter purchased the property with knowledge that the 32-68 Mollison Street has a mandatory building height of 5 storeys. They will be losing morning sun from the approved 23 metre (5 storey) building on the corner of Victoria Crescent and Mollison Street as well as the afternoon sun from the building under construction (8 storeys) on the corner of Nicholson and Mollison Streets.  Raises concern about the bulk of the proposed 32metre (7 storey) building will certainly create a loss of light and visual access to sky from their home. The sense of overlooking from an additional 9 metres of building will directly impact on their amenity.</p> <p><u>Loss of character</u> Submits that examples of industrial buildings in Collingwood and Abbotsford have been lost and about to lose another fine example of a saw tooth building in Mollison Street/Victoria Crescent. What has been designed makes no reference to the history of the site and the scale proposed certainly belittles what few examples are left.</p>	<p>Noted.</p> <p>See response to 'Building Height' of submission 3.</p> <p>See response to 'Traffic Impact' of submission 3.</p> <p>See response to 'Architectural and Design Treatment' of submission 3.</p> <p>See response to 'Overshadowing Impact &amp; Views' of submission 3.</p> <p>See response to 'Loss of Character' of submission 3.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
<b>Submission 10: Resident – William Street</b>		
<b>Objection</b>	<p><u>General Objection</u> Strongly objects to Amendment C280yara</p> <p><u>Building Heights and Overshadowing</u> Submits that the submitter is concerned about the proposed height and overshadowing from the increased height.</p> <p><u>Community Wellbeing</u> Submits that a dominating intrusion of seven storeys will represent great loss of the liveability. The plan shows no regard for those who live here and no regard for the important relationship between commercial and residential uses. Also mentions that the development will facilitate loss of amenity, the visual impact, shadowing of the streets, and the increased noise and traffic.</p> <p><u>Traffic Impact</u> Submits that the amendment proposes shifting all vehicle access to and from the development from Victoria Crescent onto Mollison St. This deliberate concentration of traffic adjoining a residential area will have an immediate and detrimental impact of increased traffic and pressure on local residential parking.</p> <p><u>Parking</u> Submits that the submitter is concerned with the increase in both parking and vehicle movements.</p> <p><u>Environmental Impact</u> Submits that the submitter is concerned about the increased height and its impact on the environment.</p> <p><u>Loss of character</u> Submits that the submitter is saddened by the rapid loss of character in Abbotsford. Also suggests that this development abutting residential zones should be limited to 3 storeys and be designed with consideration to neighbourhood character and following sound planning principles such as amenity, sustainability, practicality, and aesthetic considerations as a basic and fair requirement.</p> <p><u>Improvement to Streetscape</u> Submits that there is no meaningful requirement for green space as part of the design. Also suggests that it would be better to incorporate a garden frontage right along Mollison St so some green relief might be shared.</p> <p><u>General complaint about the process</u></p>	<p>Noted.</p> <p>See response to 'Building Height and Overshadowing' of submission 2.</p> <p>See response to 'Community Wellbeing' of submission 6.</p> <p>See response to 'Traffic Impact' of submission 3.</p> <p>All new developments (residential, mixed use, commercial or industrial) following 2003 are not entitled to on-street car parking permits. (City of Yarra Parking Permit Policy – Adopted 21 October 2014) <b>Recommended Position:</b> No change to amendment.</p> <p>The <i>Clause 22.17 Environmentally Sustainable Development</i> of the Yarra Planning Scheme will deal with the matter. <b>Recommended Position:</b> No change to amendment.</p> <p>See response to 'Loss of Character' of submission 3.</p> <p>See response to 'Improvement to Streetscape' of submission 6.</p> <p>See response to 'General complaint about the process' of submission 6.</p>

Submission Number Interest Type of Submission	Summary of Submission	Response to inform Council's submission to Panel
	Submits that the submitter attended the 'Information' meeting on the 16th November 2017 for the 12 storey Tower at 20-30 Mollison Street and raised concern about the height of the building. Also admits that the submitter wasn't happy with the planning process.	