
COMMUNITY QUESTIONS AND ANSWERS BY THE PROPONENT

General

Q: Timelines for the overall development on the Amcor site?

A: 3-5 years from planning permit through to construction.

Q: There is need for a three dimensional drawing / model of the buildings

A: We are not at the point of looking at individual buildings on site. There is an analysis of shadows from the different heights proposed across the site.

Q: More housing for families should be provided – what is market demand like for 3 bedroom homes in Asia. Believe you are selling in the Asian market?

A: High demand in Melbourne and University of Melbourne (Melbourne School of Design website) has reports on this. Proponents are keen on designing for people to age in place, to downsize in a location close to public transport.

Open Space

Q: There are four local parks proposed – are these four genuine local parks? Regarding Alphington square, it is 700 square metres in size which is smaller than my house block.

What's your definition of a park? Many of your parks seem to be paved.

A: 700 sq m is extended by surrounding paths and frontages. Next to the site is Alphington Park, a natural space next to the river. There is a series of neighbourhoods with their own spaces, there for all to enjoy.

Q: Where are the public parks?

A: Physical space of 4.5% is what is required to be provided. A good space is one not encroached upon with tables and chairs. The proponents have committed to talking to the community about details of the design of the spaces. They will be in public ownership. What is illustrated in the plan may not be end outcome.

Density of Development / School

Q: How many people will be living there – is it some 5,000 people? That's too many and an over development of the site. Has land been allocated for a school?

A: Yes, approximately 5,000 people (2,500 dwellings) are proposed, depending on the make-up of households on the site. There will also be 1500 workers.

Regarding the school, the proponent is working through this with the State Government in terms of a suitable model for an urban school.

Traffic & Parking

Q: Is car parking part of the 4.5% of urban space? What is the car parking provision, and does it include visitor and worker car parking?

A: No, car parking doesn't form part of the open space requirement of 4.5% of the land. Standard car parking rates will be determined through the Yarra Planning Scheme when formal planning applications are made. There will be shared parking for commercial areas.

Q: The Traffic Management Plan (TMP) – indicates that this development will double the population of Alphington and will have huge impact on traffic, which is already a huge bottle neck on Chandler Highway.

A: The TMP was revised due to less commercial floorspace being proposed and Chandler Highway changes. Modelling indicates improved conditions over certain periods of time with a 30% decrease in delay in mornings, a 15% decrease on Saturday, and a 15% decrease in evenings. This report is on the developer's website.

Q: I ride a bike and if Chandler Highway goes on the western side I will have to cross the road to get to Kew.

A: There could be two sets of traffic signals between Heidelberg Rd and bridge. We need to address road safety.

Chandler Highway

Q: How many lanes for Chandler Hwy upgrade, how wide?

A: The VicRoads preferred option is six lanes with an option on either the west or the east of the current bridge – it is intended that there be a shared user path for cyclists on eastern side of the current bridge.

Q: Is this the preferred option?

A: The preferred option by VicRoads is the new bridge on the west side of the current bridge - but they are consulting on 4 options, and seeking community feedback.

Q: Has public transport been considered on site? e.g. light rail. 5000 people living there but still locked into dependency on motor cars.

A: *VicRoads responded that the Development Plan Overlay in the Yarra Planning Scheme does not include requirements to address this and that there would need to be a critical mass to support public transport investment.*

Q: Do the design options accommodate the alignment of bridge?

A: *The Development Plan has been prepared within the current confines of the site.*

Q: At the VicRoads meeting there were four options, one showed taking a slice off development plan. Are you going to produce a (development) plan that will be realistic to the options?

A: *VicRoads would need to acquire any parcels of land it needs for the road widening – VicRoads would need to either purchase or compulsory acquire land - the developers are working within their owned land.*

Both projects (Amcor and Chandler Highway) are linked but each need to run their own course. The developer has not shown land acquisition on their plan as that land may not be taken.

Building Heights

Q: Regarding maximum building heights, has there been a reduction?

A: *There has been no change to the building heights, which comply with the Development Plan Overlay in the Yarra Planning Scheme. Therefore, there is no proposal to reduce heights. The site is broken up into height precincts. The maximum height is 14 storeys on Heidelberg Road, five storeys along Chandler Highway, and cascades to the river interface where it is two storey. About 50 per cent of site is dedicated to lower heights.*

Q: The Parkview Road elevation along the street could present a wall at the interface with existing community. In View Street there is all detached housing, lower scale. In the Park precinct, the northern area, the proposal is three with a maximum of four storey townhouses. The will form a solid wall. How did it end up like this when the intention was to incorporate the new site into the existing?

A: *The plan shows consistently 3-4 storeys along that interface and proponent chose not to proceed on that basis. We think the area lends itself to 3 storeys but that end of site near commercial activities we think having mid-rise is not excessive.*

Q: Parkview Street and the built form and heights. Overlooking bowls club is there likely to be a range of heights up to four levels and halfway down Parkview is there going to a range of heights up to three?

A: *We have a mixture of 2, 3 and up to 4 storeys with the four being up near the bowls club. Majority of interface with park is two storeys. This is a master plan - individual*

applications for buildings will come to council for approval and these will provide that level of detail.

Heritage

Q: You have demolished all the buildings involved in paper making. You've chosen to retain support equipment/buildings. What is the basis of heritage listing? Is it history or architectural?

A: It can relate to significance of construction of the building (not aesthetics). A Heritage report has been done which identified these buildings.

Q: Two boiler houses, one 100 years old and one 60 years old. Glass curtain wall features on the more recent of the two.

A: The 100 year old boiler house will be kept. The whole site is covered by a Heritage Overlay, but none of the buildings are listed on the Victorian State Heritage Register. Both buildings have significance and will be retained or reinterpreted.

Q: If Chandler Highway widening goes through on the eastern side of the current bridge, the boiler house will go. There is local angst regarding the boiler-house, it is not worth saving.

Are you prepared to listen to community input?

A: We have to consider the heritage report as a requirement of the Development Plan Overlay. Councillors are aware of your feedback and that may be part of their decision. There are many industrial markers (silos) mixed with development already across Yarra.